

City of Rialto



Regular Meeting - Final

Wednesday, October 2, 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-24-1751](#) Minutes from the August 21, 2024 Planning Commission Meeting

Attachments: [PC MTG MINS 8.21.2024.docx](#)

[PC-24-1752](#) Minutes from the September 18, 2024 Planning Commission Meeting

Attachments: [PC MTG MINS 9.18.2024.docx](#)

Public Hearings

[PC-24-1749](#) **Conditional Development Permit No. 2023-0025 & Precise Plan of Design No. 2023-0036:** A request to allow the construction of a 3,382 square foot addition to an existing church located at 222 E. Easton Street (APN: 0127-031-01) within the Single-Family Residential (R-1A) zone. This project is categorically exempt pursuant to Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA).

Attachments: [Exhibit A - Location Map](#)
[Exhibit B - Site Plan](#)
[Exhibit C - Floor Plan](#)
[Exhibit D - Elevations](#)
[Exhibit E - Notice of Exemption](#)
[Exhibit F - Draft Resolution for CDP No. 2023-0025](#)
[Exhibit G - Draft Resolution for PPD No. 2023-0036](#)

[PC-24-1750](#) **Conditional Development Permit No. 2024-0013:** A request to allow the establishment of an overstock liquidation store within an existing 25,868 square foot commercial building located at 463 E. Foothill Boulevard (APN: 0130-051-51) 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 (CEQA).

Attachments: [Exhibit A - Location Map](#)
[Exhibit B - Site Plan](#)
[Exhibit C - Floor Plan](#)
[Exhibit D - Draft Resolution for CDP No. 2024-0013](#)

[PC-24-1753](#)

Conditional Development Permit No. 2022-0036: A request to allow the development and use of a 118,000 square foot industrial warehouse building on 5.63 acres of land (APN: 0258-171-57 & 0258-171-31) located on the west side of Willow Avenue approximately 1,300 feet south of Santa Ana Avenue within the Heavy Industrial (H-IND) zone of the Agua Mansa Industrial Corridor Specific Plan. A Mitigated Negative Declaration has been prepared for the proposed project pursuant to the requirements of California Environmental Quality Act (CEQA) (Environmental Assessment Review No. 2022-0058).

Precise Plan of Design No. 2022-0060: A request for site and architectural review of the proposed 118,000 square foot industrial warehouse building

Attachments:[Exhibit A - Location Map](#)[Exhibit B - Site Plan](#)[Exhibit C - Truck Routing](#)[Exhibit D - Lot Merger](#)[Exhibit E - Floor Plan](#)[Exhibit F - Exterior Elevations](#)[Exhibit G - Landscape Plan](#)[Exhibit H - Focused Traffic Study](#)[Exhibit I - Final ISMND](#)[Exhibit J - MMRP](#)[Exhibit K - Draft Resolution for EAR No. 2022-0058](#)[Exhibit L - Draft Resolution for CDP No. 2022-0036](#)[Exhibit M - Draft Resolution for PPD No. 2022-0060](#)**Action Items**

None.

Community Development Director Comments**Planning Commissioner Reports/Comments****Adjournment**



City of Rialto

Legislation Text

File #: PC-24-1751, **Version:** 1, **Agenda #:**

Minutes from the August 21, 2024 Planning Commission Meeting



CITY OF RIALTO
THE REGULAR MEETING MINUTES OF
PLANNING COMMISSION
August 21, 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 August 21, 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

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 Frank Gonzalez

Absent:

Commissioner Artist Gilbert
There are two vacancies.

Staff Present:

Assistant City Attorney, Robert Messinger
Community Development Manager, Paul Gonzales
Senior Planner, Sandra Robles
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.

Motion by Commissioner Frank Gonzalez, second by Commissioner Dale Estvander to move to approve the August 7, 2024, Planning Commission meeting minutes.

All were in favor, *motion carried*, 4-0.

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PUBLIC HEARINGS

Chair Gutierrez stated the next item on the agenda item PC-24-1646, Conditional Development Permit No. 2024-0008.

Senior Planner Sandra Robles made the presentation.

Conditional Development Permit No. 2024-0008: A request to install an electric fence, 10 feet in height and approximately 1,076 linear feet around the perimeter of an existing United Rentals facility on approximately 2.17 acres of land at 1910 Stonehurst Drive (APN: 1133-061-02) with the General Manufacturing (I-GM) land use designation of the Rialto Airport Specific Plan.

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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 approve Conditional Development Permit No. 2024-0008. Seconded by Commissioner Gutierrez.

Vote on the motion:

AYES: 4 (Gutierrez, Estvander, Gonzalez, Peukert)

NOES: 0

ABSTENTION: 0

ABSENT: 1 (Gilbert)

PUBLIC HEARINGS

Motion carries.

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**COMMUNITY
DEVELOPMENT
DIRECTOR
COMMENTS**

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

Community Development Manager, Paul Gonzales, had some comments about new businesses going through the final phases of their tenant improvements in the Renaissance shopping center, such as CAVA and Handel's Ice Cream, which should open in the next couple of months.

The next Planning Commission meeting is scheduled for September 4th. He wished the Commissioners an upcoming Happy Labor Day.

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**PLANNING
COMMISSIONER
COMMENTS**

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

Commissioner John Peukert asked about the progress on the Renaissance residential project. Mr. Gonzales let him know that grading has begun and we anticipate construction starting in the next couple of months. Commissioner Peukert asked for a more specific start date for construction. Mr. Gonzales stated he doesn't have a date on when construction will begin as of now, however, they do have their permits.

Commissioner Gonzalez stated that this meeting only had one item on the agenda and asked that we try to put more items on the agenda for future meetings. Mr. Gonzales said that we usually try to have more items and other items that had been slated for this meeting had been pulled for various reasons. To stay compliant with public noticing, we had to keep the single item on the agenda.

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ADJOURNMENT

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

The Regular Planning Commission meeting on Wednesday, August 21, 2024, adjourned at 6:11 p.m.

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Minutes prepared by Kim Dame
Administrative Analyst

Jerry Gutierrez
Chair, Planning Commission



City of Rialto

Legislation Text

File #: PC-24-1752, **Version:** 1, **Agenda #:**

Minutes from the September 18, 2024 Planning Commission Meeting



CITY OF RIALTO
THE REGULAR MEETING MINUTES OF
PLANNING COMMISSION
September 18, 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 September 18, 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

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

Absent:

There are two vacancies.

Staff Present:

Director of Community Development, Colby Cataldi
Assistant City Attorney, Robert Messinger
Community Development Manager, Paul Gonzales
Principal Planner, Daniel Casey
Senior Planner, Daniel Rosas
Senior Planner, Sandra Robles
Engineering Manager, Vicente Giron
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 were no minutes for approval.

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PUBLIC HEARINGS

Chair Gutierrez stated the next item on the agenda is PC-24-1709, Conditional Development Permit No. 2023-0015 and Precise Plan of Design No. 2024-0013.

Principal Planner Daniel Rosas made the presentation.

Project is for Used Car Sales.

Conditional Development Permit No. 2023-0015: A request to establish a used car dealership within an existing commercial office located at 162 W Foothill Boulevard (APN: 0127-591-27) within the Commercial Pedestrian (C-P) land use district of the Foothill Boulevard Specific Plan. This project is categorically exempt from the California Environmental Quality Act (CEQA) (Environmental Assessment Review No. 2023-0030).

Precise Plan of Design No. 2024-0013: A request to modify an existing commercial property to facilitate a used auto sales operation including a new trash enclosure, additional paving, striping and accessibility improvements located at 162 W Foothill Boulevard (APN: 0127-591-27) within the Foothill Boulevard Specific Plan.

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Chair Gutierrez opened the Public Hearing.

The applicant came forward to answer some questions posed by the Commission. Chair Gutierrez asked what type of used cars were planned on being sold at the new location. The applicant stated he plans on selling economy type vehicles in and around the \$10,000 range, nothing too expensive and nothing priced too low – good quality and affordable used vehicles. Chair Gutierrez asked if there would be repairs and maintenance offered on site. The applicant said no, this is for sales only.

PUBLIC HEARINGS

There were no speakers from the public.

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

Chair Gutierrez closed the Public Hearing.

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Commissioner Estvander made a motion to approve Conditional Development Permit No. 2023-0015 and Precise Plan of Design No. 2024-0013. Seconded by Commissioner Gonzalez.

Vote on the motion:

AYES: 5 (Gutierrez, Estvander, Gilbert, Gonzalez, Peukert)

NOES: 0

ABSTENTION: 0

ABSENT: 0

Motion carries.

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PUBLIC HEARINGS

Chair Gutierrez stated the next item on the agenda is PC-24-1711, Environmental Assessment Review No. 2023-017 and General Plan Update No. 2023-001.

Community Development Manager Paul Gonzales introduced Henry Eckhold of Dudek, who made the presentation, spoke about the formation and participation of the Community Advisory Committee (CAC), and elaborated on the different elements that are being updated.

Request the Planning Commission forward a recommendation to the City Council on the focused General Plan Update (GPA) No. 2023-001 for the amended Land Use Element, Safety Element, Circulation Element and new Environmental Justice Elements and Environmental Assessment Review (EAR) No. 2023-017.

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Chair Gutierrez opened the Public Hearing.

There were eight (8) speakers:

Ana Gonzalez, Rialto, CA

She is a Rialto resident, member of the Community Advisory Committee, and represents the Center for Community Action and Environmental Justice. She spoke in favor of the General Plan updates.

PUBLIC HEARINGS

John Lenau, 1557 W. Norwood St., Rialto, CA

Served on the Community Advisory Committee (CAC) and is in favor of the General Plan updates.

Maria Delgado, 3500 Porsche Way, Ste. 200, Ontario, CA

Is a representative from

Michael Carretero, 785 N. Macy St., Rialto, CA

Spoke in favor of the General Plan updates.

Nicolas Avalos, 2484 Etiwanda Ave., Rialto, CA

Spoke in favor of the General Plan updates.

Kelly Valencia, 1728 West Coast Blvd., Rialto, CA

Spoke in favor of the General Plan updates.

Claudia Cuevas, 785 N. Macy St., Rialto, CA

Spoke in favor of the General Plan updates.

Kimberly Carretero, 785 N. Macy St., Rialto, CA

Spoke in favor of the General Plan updates.

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

Chair Gutierrez closed the Public Hearing.

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Commissioner Estvander made a motion to forward an affirmative recommendation to the City Council by approving Environmental Assessment Review No. 2023-017 and General Plan Update No. 2023-001.
Seconded by Chair Gutierrez.

Vote on the motion:

AYES: 5 (Gutierrez, Estvander, Gilbert, Gonzalez, Peukert)

NOES: 0

ABSTENTION: 0

ABSENT: 0

Motion carries.

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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, stated that we anticipate having both October meetings for the Planning Commission. Those would be October 2nd and October 16th. The Foothill Central Specific Plan is scheduled to come before the Commission on the October 16th date. Mr. Cataldi doesn't see any other policy actions coming to Commission after October 16th.

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**PLANNING
COMMISSIONER
COMMENTS**

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

Chair Gutierrez asked if there are any updates on the street improvements going on near Casa Grande and how it will continue through to the City of Fontana. Engineering Manager Vincente Giron addressed the question by letting the Commission know that a consultant has been secured to do design work for the project which he anticipates being completed sometime in November or December of this year. Once that is complete, another bid will go out for a contractor to do the striping work. The project will extend east to Locust Ave.

Commissioner Gonzalez requested that more time be given to review materials that are very dense, such as this General Plan Update. Mr. Gonzales stated that staff had sent the materials by email to the Commissioners on September 6th so that they would have enough time for review of the documents and added that if a physical copy of the documents was preferred that staff would see to it that Commissioners received that as well.

Commissioner Peukert asked if the parking lot being built on Riverside Avenue and Rialto Avenue was a City project. Mr. Cataldi answered that yes, the parking lot there was a City project that has just been completed and will provide additional parking for downtown businesses. Commissioner Gonzalez asked if there will be lights in the lot and Mr. Cataldi confirmed that yes, it will be a lighted lot and it will also have EV charging stations.

Commissioner Peukert also brought up an article from the newspaper about the EPA and their plans to tackle air pollution brought on by truck traffic to warehouses in southern California. His view is that the City take a leadership role in being proactive about truck traffic and pollution in the area.

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ADJOURNMENT

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

The Regular Planning Commission meeting on Wednesday, September 18, 2024, adjourned at 6:55 p.m.

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Minutes prepared by Kim Dame
Administrative Analyst

Jerry Gutierrez
Chair, Planning Commission



City of Rialto

Legislation Text

File #: PC-24-1749, **Version:** 1, **Agenda #:**

For the Planning Commission Meeting of October 2, 2024

TO: Honorable Chairman and Planning Commissioners
 APPROVAL: Colby Cataldi, Director of Community Development
 REVIEWED BY: Paul Gonzales, Community Development Manager
 FROM: Daniel Casey, Principal Planner

Conditional Development Permit No. 2023-0025 & Precise Plan of Design No. 2023-0036: A request to allow the construction of a 3,382 square foot addition to an existing church located at 222 E. Easton Street (APN: 0127-031-01) within the Single-Family Residential (R-1A) zone. This project is categorically exempt pursuant to Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA).

APPLICANT:

Blessed John XXIII Catholic Community, Inc., 1201 E. Highland Avenue, San Bernardino, CA 92404

LOCATION:

The project site is located at 222 E. Easton Street (APN: 0127-031-01), which is located at the northeast corner of Highland Avenue and Easton Street (Refer to the attached Location Map (**Exhibit A**)).

BACKGROUND:

Surrounding General Plan Land Use Designations

Location	General Plan Designation
Site	Community Commercial
North	SR-210 Freeway
East	Residential 6 (2.1 - 6.0 du/acre)
South	Residential 6 (2.1 - 6.0 du/acre)
West	Public Facility

Surrounding Zoning Designations

Location	Zoning
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Site	Single-Family Residential (R-1A)
North	SR-210 Freeway
East	Single-Family Residential (R-1A)
South	Single-Family Residential (R-1A)
West	Single-Family Residential (R-1A)

Site Characteristics

The project site is an asymmetrical-shaped area of land approximately 4.03 acres in size that was developed into a church in 1963 under Conditional Development Permit No. 58. Improvements on the church site consist of an existing 14,009 square foot building, a parking lot containing 222 parking spaces, and landscaping.

Surrounding Area

The project site is bound by an existing segment of Sycamore Avenue to the east, an existing segment of Easton Street to the south, and an existing segment of Highland Avenue on the west. To the north of the project site is the SR-210 Freeway, to the east and south are existing single-family residences, and to the west is an existing water reservoir tank facility.

ANALYSIS/DISCUSSION:

Project Proposal

The applicant proposes to construct a 3,382 square foot addition to the existing 14,009 square foot church building. As shown on the site plan (**Exhibit B**) and floor plan (**Exhibit C**), the project will include a 1,516 square foot addition to the east side of the sanctuary area, referred to as the “East Wing”, and an 1,866 square foot addition to the west side of the sanctuary area, referred to as the “West Wing”. The new East and West Wings will increase the seating capacity of the church from 352 seats to 656 seats, and include three (3) new restrooms, a new confessional room, and an expansion of an existing vestry room. Other proposed improvements of the project include a new landscape planter on the west side of the West Wing, a new landscape planter in the parking lot, and the reconfiguration of parking lot striping to provide better efficiency for on-site traffic circulation.

Entitlement Requirements

Per Section 18.66.060 of the Rialto Municipal Code, the modification and expansion of a church requires Planning Commission approval of a Conditional Development Permit, and per Section 18.65.010 of the Rialto Municipal Code, the proposed building addition, and the associated improvements, requires Planning Commission approval of a Precise Plan of Design.

Architectural Design

As shown on the elevations (**Exhibit D**), the architectural style and exterior finishes of the proposed addition will match the existing style and finishes of the church. This includes a beige colored stucco finish, brick accents, windows, and pitched roofs. Additionally, the applicant proposes to reconstruct the roof over the existing sanctuary area. The roof modification will feature a maximum height of 27 feet, a 4:12 pitch, and an enlarged stucco fascia above the church entrance.

Parking

The church will have 210 passenger vehicle parking spaces, including five (5) ADA accessible

parking spaces upon completion of the project. This quantity exceeds the minimum parking requirement as shown in the parking calculation chart below and as required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code:

Type of Use	Number of Fixed Seats	Parking Ratio	Number of spaces required
<u>Church</u>	656	1 space / 4 seats	164
Total Required/Total Provided			164/210

Land Use Compatibility

The project and its design are consistent with the Single-Family Residential (R-1A) zone and the Design Guidelines contained within Chapter 18.61 of the Rialto Municipal Code. The church has existed at the location since 1963 and it is compatible with the surrounding residential uses. The population of Rialto has grown significantly since 1963 and the expansion will assist the church in serving the community’s religious needs.

GENERAL PLAN CONSISTENCY:

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

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

Goal 2-19: Encourage neighborhood preservation, stabilization, and property maintenance.

ENVIRONMENTAL IMPACT:

California Environmental Quality Act

The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301, Existing Facilities. Class 1 allows for the exemption of a project consisting of additions to existing structures provided that the addition will not result in an increase of more than 10,000 square feet if the project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and the area in which the project is located is not environmentally sensitive. The project involves the construction of a 3,382 square foot building addition to an existing church, thereby qualifying the project for a Class 1 exemption. A completed Notice of Exemption form is attached to agenda report (**Exhibit E**).

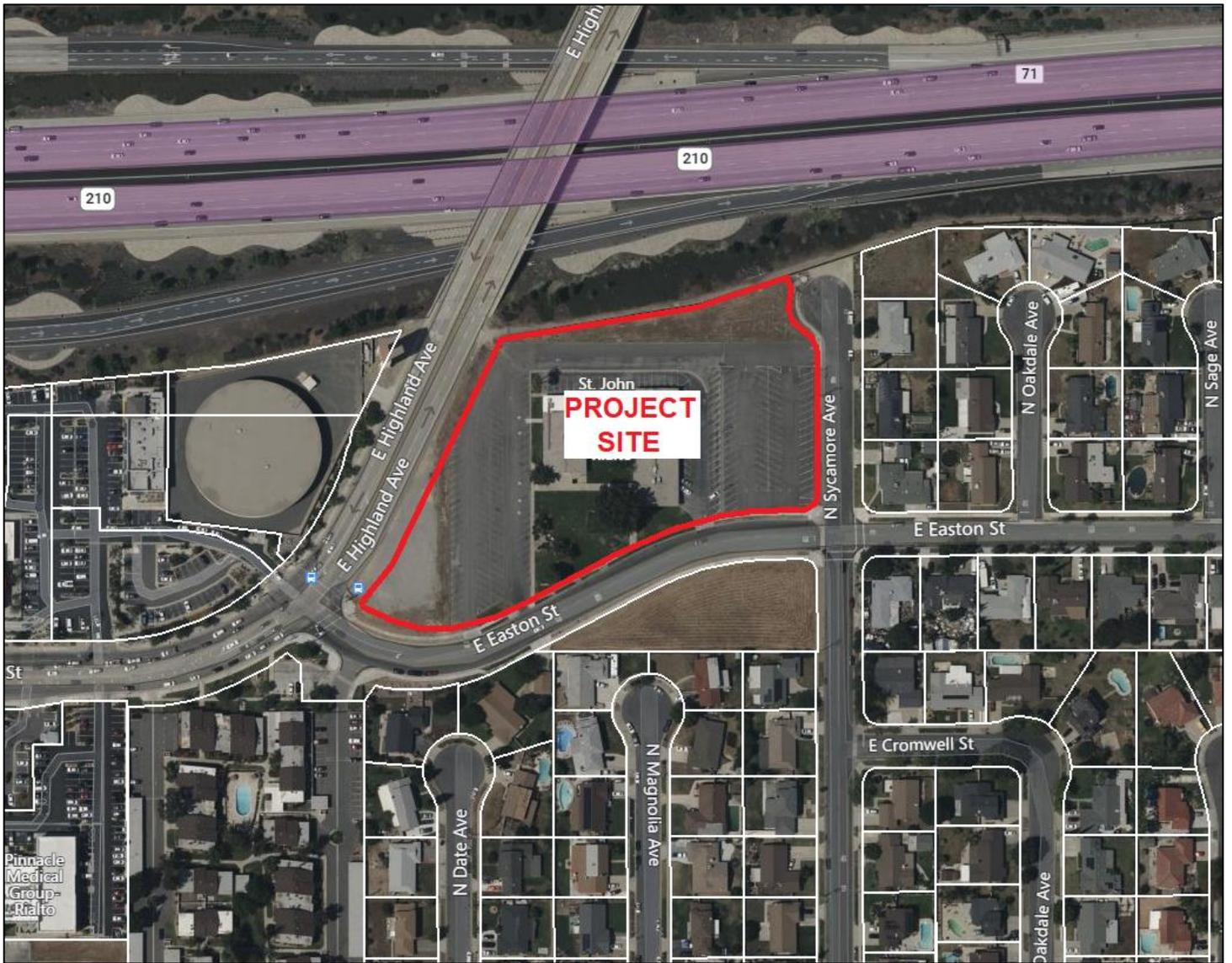
PUBLIC NOTICE:

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

RECOMMENDATION:

The Planning Division recommends that the Planning Commission:

1. Determine that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301, Existing Facilities, of the CEQA Guidelines and direct Staff to file the Notice of Exemption with County of San Bernardino; and,
2. Adopt the attached Resolution (**Exhibit F**) to approve Conditional Development Permit No. 2023-0025, subject to the findings and conditions therein; and
3. Adopt the attached Resolution (**Exhibit G**) to approve Precise Plan of Design No. 2023-0036, subject to the findings and conditions therein.



Project Location Map



Proposed Sanctuary Addition For:
St. John's Church
 222 E Easton St., Rialto, CA 92376



OWNER: ST. JOHN XXIII CATHOLIC CHURCH
 CONTACT: DAVID MEIER
 1201 E. HIGHLAND AVE.
 SAN BERNARDINO, CA 92404
 (951) 522-3036
 dmeier@sbdioocese.org

PROJECT ADDRESS: 222 E EASTON ST
 RIALTO, CA 92376
 (909)421-7030

ARCHITECT: ANDRESEN ARCHITECTURE INC.
 DOUG ANDRESEN (C.14504)
 17087 ORANGE WAY
 FONTANA, CA 92335

CONTACT: FLORY SMITH
 (909) 355-6688
 flory.smith@aafirm.com

APN: 0127-03-01

ZONING: C-1 NEIGHBORHOOD COMMERCIAL ZONE

OCCUPANCY: GROUP 1

CONSTRUCTION: TYPE V-B
 REQUIRED

FIRE SPRINKLERS: REQUIRED

PROJECT DESCRIPTION: PROPOSED EAST AND WEST SANCTUARY WINGS ADDITION WITH NEW RESTROOMS, NEW CONFESSONAL WITH NEW RESTROOM ADDITION TO EXISTING CHURCH BUILDING AND EXTENSION OF THE EXISTING VESTRY.

LOT DATA:
 LOT AREA: 175,546.8 SF. (4.03 AC.)
 EXISTING CHURCH BLDG. AREA: 14,009 SF.

NEW ADDITION:
 EAST WING: 1,516 SF.
 WEST WING: 1,866 SF.
 TOTAL NEW ADDITION: 3,382 SF.

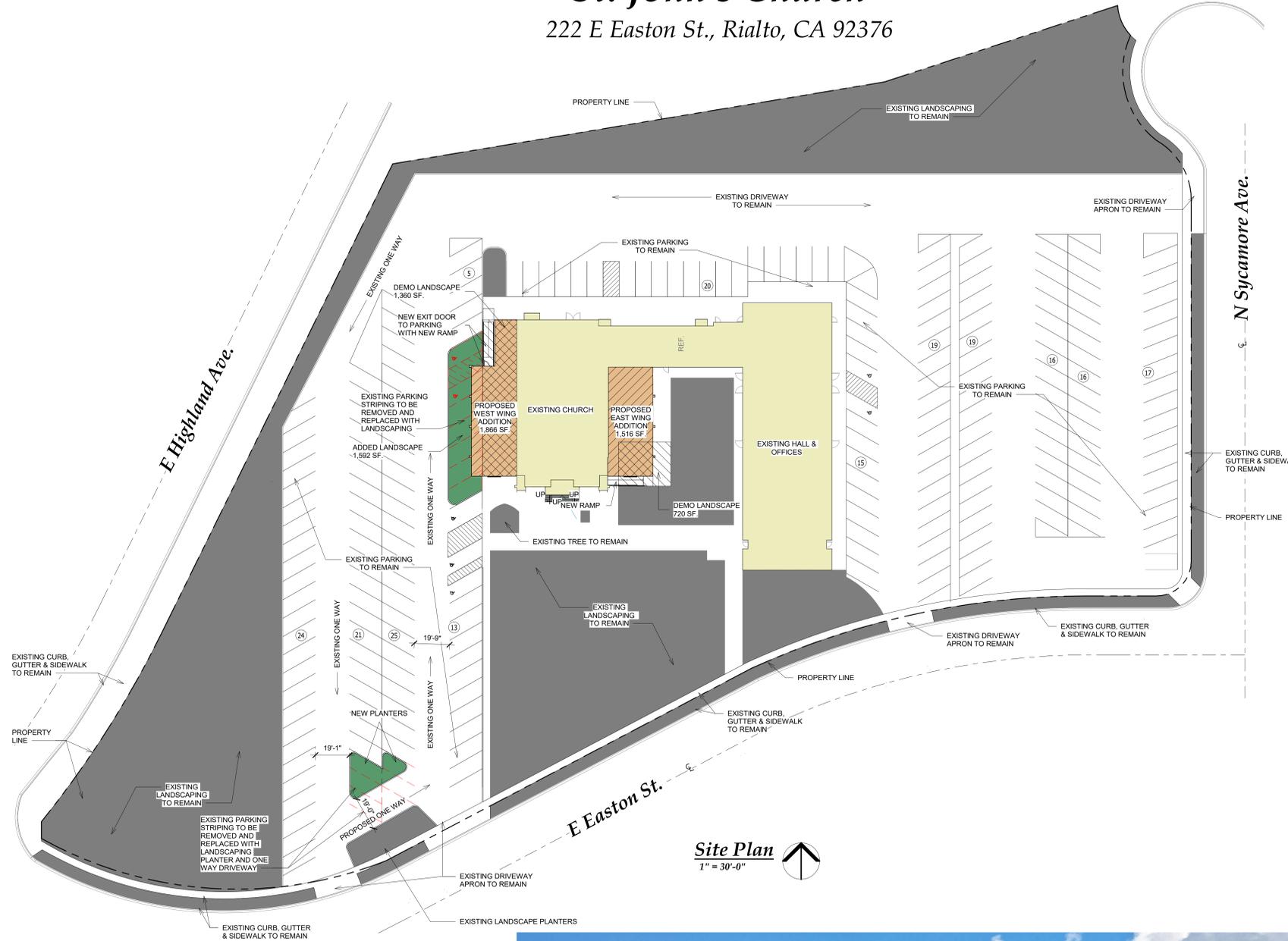
PARKING ANALYSIS:
 EXISTING PARKING: 222 SPACES (INCLUDING 7 ACCESSIBLE SPACES)
 - 12 SPACES TO BE REMOVED

PARKING REQUIRED:
 ASSEMBLY CHURCH: 1 SPACE / 4 FIXED SEATS = 656 / 4 = 164 SPACES

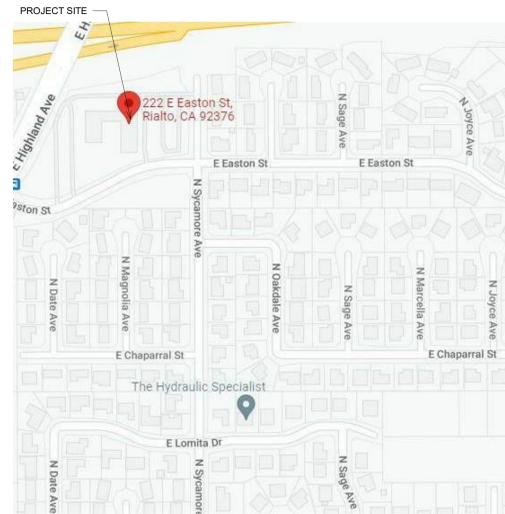
TOTAL PARKING PROVIDED: 210 SPACES (INCLUDING 5 ACCESSIBLE SPACES)

ACCESSIBLE PARKING REQUIRED: 5 SPACES (FOR 161-300 PARKING SPACES)
 ACCESSIBLE PARKING PROVIDED: 5 SPACES

NOTE: PER THE EXISTING CHURCH BUSINESS NARRATIVE, THE ASSEMBLY HALL BUILDING WILL NOT BE OCCUPIED AT THE SAME TIME AS THE CHURCH BUILDING.



Site Plan
 1" = 30'-0"



Vicinity Map



Sequence of Drawings - DR

Number	Description
PL1	Site Plan
PL2	Existing / Demo Floor Plan
PL3	Proposed Floor Plan
PL4	Exterior Elevations

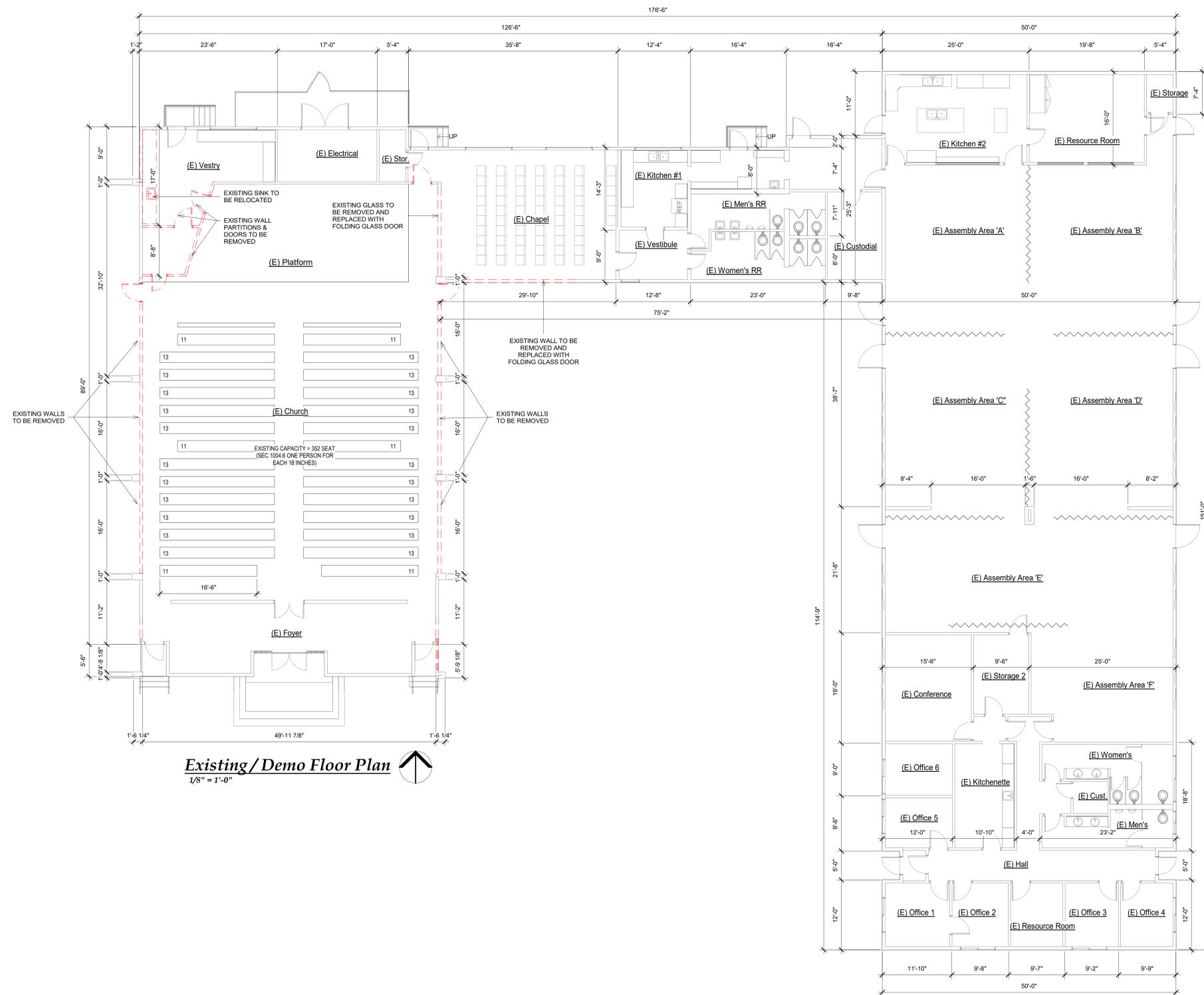
Proposed Sanctuary Addition For:
St. John's Church
 222 E Easton St., Rialto, CA 92376

12 Apr. 2024	
21-4303	



Site Plan **PL1**

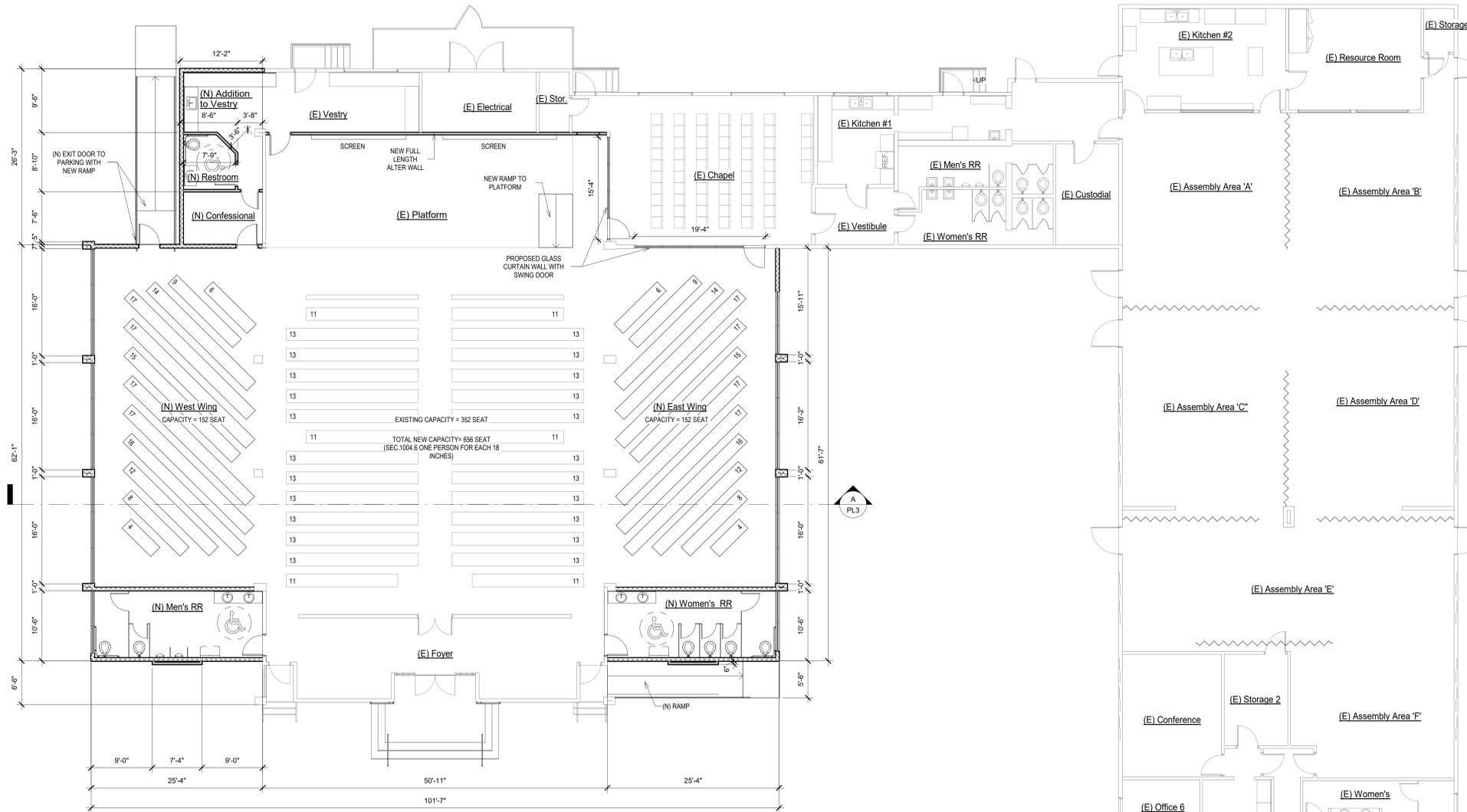
C:\Users\TammyTheodora\Andresen Architecture Inc\AAI - Access\Projects\4_Protects\Projects\4_Protects\2020-2029\2021\21-4303 St. John's Addition.ret 4/12/2024 9:54:11 AM



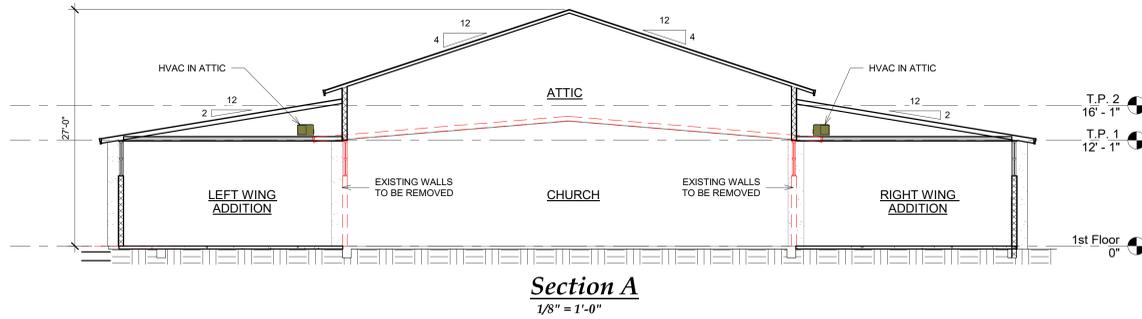
C:\Users\TammyTheodora\Andresen Architecture Inc\AAI - Access\Projects\4 - Projects 2020-2029\2021\21-4303 St. John's Addition\21-4303 St. John's Addition.rvt

4/12/2024 9:54:12 AM

Proposed Sanctuary Addition For:		
St. John's Church		
222 E Easton St., Rialto, CA 92376		
12 Apr. 2024		
21-4303		
Existing / Demo Floor Plan		PL2



Proposed Floor Plan
1/8" = 1'-0"



Occupancy Tabulation Per 2022 CBC Table 1004.5

Name	Area	Room Occupancy	Persons	S.F./Per Person
(E) Church	3602 SF	Assembly W/ Fixed Seats	352	6EC 1004.6
(N) East Wing	1256 SF	Assembly W/ Fixed Seats	152	6EC 1004.6
(N) West Wing	1257 SF	Assembly W/ Fixed Seats	152	6EC 1004.6
(E) Vestry	346 SF	Accessory Storage Areas, Mechanical Equipment Room	1	300
(E) Electrical	152 SF	Accessory Storage Areas, Mechanical Equipment Room	1	300
(E) Stor.	40 SF	Accessory Storage Areas, Mechanical Equipment Room	1	300
(E) Chapel	696 SF	Assembly W/O Fixed Seats - Concentrated (chairs only not fixed)	100	7
(E) Kitchen #1	398 SF	Kitchens, Commercial	2	200
(E) Vestibule	98 SF	Accessory Storage Areas, Mechanical Equipment Room	1	300
(E) Men's RR	155 SF	(none)		
(E) Women's RR	164 SF	(none)		
(E) Custodial	140 SF	Accessory Storage Areas, Mechanical Equipment Room	1	300
(E) Kitchen #2	366 SF	Kitchens, Commercial	2	200
(E) Resource Room	296 SF	Accessory Storage Areas, Mechanical Equipment Room	1	300
(E) Storage	29 SF	Accessory Storage Areas, Mechanical Equipment Room	1	300
(E) Assembly Area 'A'	709 SF	Educational Shops & other Vocational	15	50
(E) Cust.	33 SF	(none)		
(E) Assembly Area 'B'	756 SF	Educational Shops & other Vocational	16	50
(E) Assembly Area 'C'	721 SF	Educational Shops & other Vocational	15	50
(E) Assembly Area 'D'	729 SF	Educational Shops & other Vocational	15	50
(E) Assembly Area 'E'	1048 SF	Educational Shops & other Vocational	21	50
(E) Assembly Area 'F'	436 SF	Educational Shops & other Vocational	9	50
(E) Storage 2	128 SF	Accessory Storage Areas, Mechanical Equipment Room	1	300
(E) Conference	288 SF	Assembly W/O Fixed Seats - Concentrated (chairs only not fixed)	39	7
(E) Office 6	102 SF	Business Areas	1	150
(E) Office 5	99 SF	Business Areas	1	150
(E) Kitchenette	206 SF	Assembly W/O Fixed Seats - Unconcentrated (tables & chairs)	14	15
(E) Hall	359 SF	(none)		
(E) Women's	178 SF	(none)		
(E) Men's	133 SF	(none)		
(E) Foyer	513 SF	(none)		
(E) Office 1	121 SF	Business Areas	1	150
(E) Office 2	105 SF	Business Areas	1	150
(E) Resource Room	98 SF	Accessory Storage Areas, Mechanical Equipment Room	1	150
(E) Office 3	99 SF	Business Areas	1	150
(E) Office 4	98 SF	Business Areas	1	150
(N) Men's RR	246 SF	(none)		
(N) Women's RR	246 SF	(none)		
(N) Confessional	91 SF	Business Areas	1	150
(N) Restroom	58 SF	(none)		
TOTAL OCC.	16685 SF		920	

Plumbing Fixture

OCCUPANT LOAD FACTOR PER CBC TABLE 1004.5

GROUP A3
920 (460 MALE - 460 FEMALE)

Existing & Proposed Plumbing Facilities

	REQUIRED	EXISTING	PROVIDED
MEN:			
TOILET:	3	4	2
URINAL:	4	4	2
LAVATORY:	3	4	2
WOMEN:			
TOILET:	8	7	4
LAVATORY:	5	4	2
JANITOR:			
SINK:	1	1	0
DRINKING FOUNTAIN:			
SINK:	2	2	0
ALL GENDER:			
TOILET:	-	-	1
LAVATORY:	-	-	1

Proposed Sanctuary Addition For:
St. John's Church
222 E Easton St., Rialto, CA 92376

12 Apr. 2024
21-4303

Proposed Floor Plan PL3

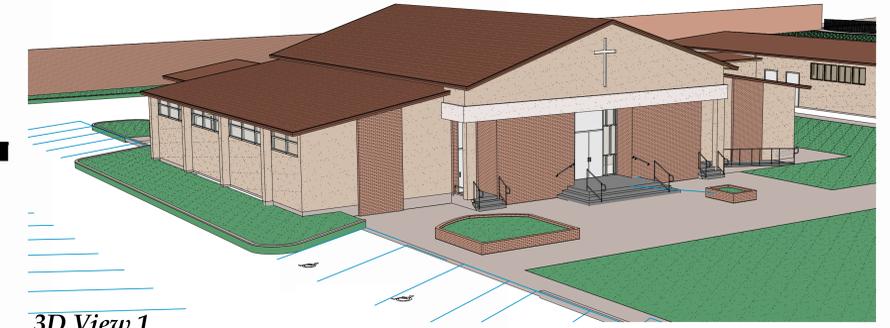




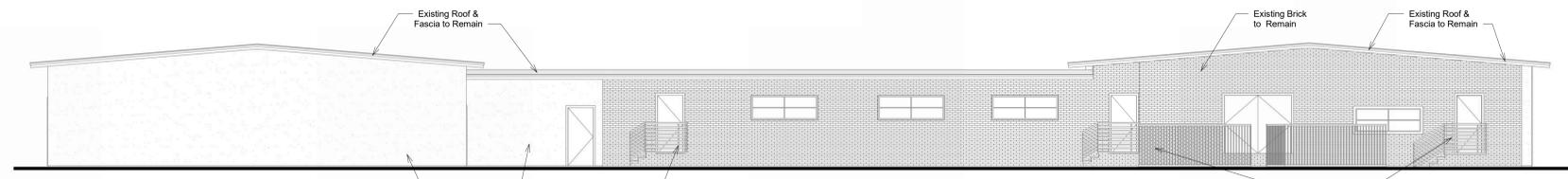
Existing Front Elevation (South)
 1/8" = 1'-0"



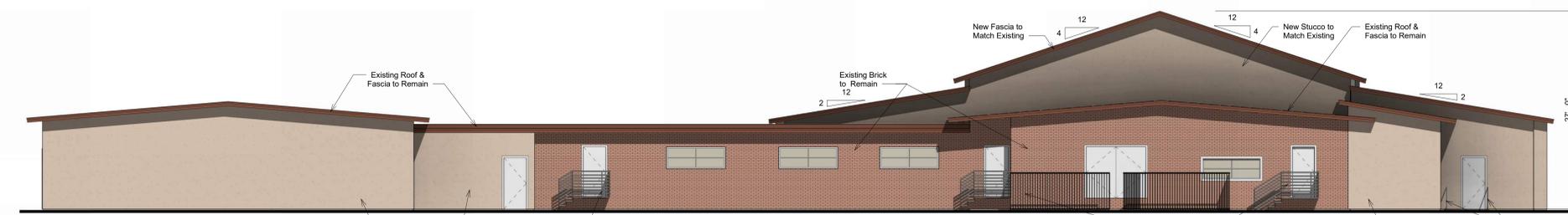
Proposed Front Elevation (South)
 1/8" = 1'-0"



3D View 1



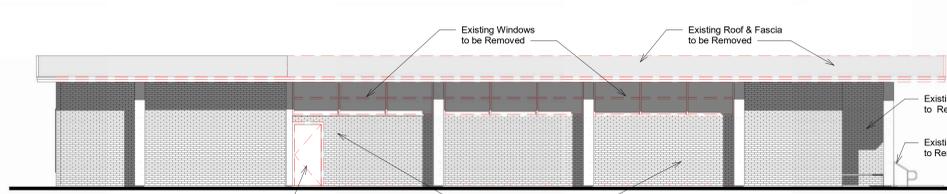
Existing Back Elevation (North)
 1/8" = 1'-0"



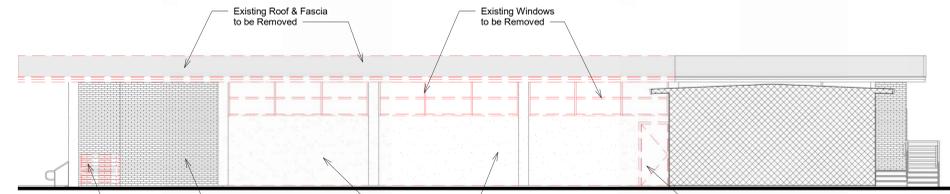
Proposed Back Elevation (North)
 1/8" = 1'-0"



3D View 2



Existing Side Elevation (West)
 1/8" = 1'-0"



Existing Side Elevation (East)
 1/8" = 1'-0"



Proposed Side Elevation (West)
 1/8" = 1'-0"



Proposed Side Elevation (East)
 1/8" = 1'-0"

Proposed Sanctuary Addition For: St. John's Church 222 E Easton St., Rialto, CA 92376		
12 Apr. 2024		
21-4303		
Exterior Elevations		PL4

C:\Users\Tammy\Theory\Andresen Architecture Inc\AAI - Access\Projects\4_Protects 2020-2029\2021\21-4303 St. John's Addition.ret 4/12/2024 9:54:24 AM

1 **RESOLUTION NO. 2024-XX**

2 A RESOLUTION OF THE PLANNING COMMISSION OF THE
3 CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL
4 DEVELOPMENT PERMIT NO. 2023-0025 ALLOWING THE
5 CONSTRUCTION OF A 3,382 SQUARE FOOT BUILDING
6 ADDITION TO AN EXISTING CHURCH LOCATED AT 222 E.
7 EAST STREET (APN: 0127-031-01) WITHIN THE SINGLE-
8 FAMILY RESIDENTIAL (R-1A) ZONE.

9 WHEREAS, the applicant, Blessed John XXIII Catholic Community, Inc., proposes to
10 construct a 3,382 square foot building addition to an existing church (“Project”) located at 222 E.
11 Easton Street (APN: 0127-031-01) within the Single-Family Residential (R-1A) zone (“Site”); and

12 WHEREAS, Pursuant to Section 18.66.060 of the Rialto Municipal Code, the Project requires
13 a Conditional Development Permit, and the applicant has agreed to apply for Conditional
14 Development Permit No. 2023-0025 (“CDP No. 2023-0025”); and

15 WHEREAS, the Project will consist of a 3,382 square foot building addition to an existing
16 14,009 square foot church building, two (2) new landscape planters, and the reconfiguration of
17 parking lot striping to provide better efficiency for on-site traffic circulation; and

18 WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of
19 Design No. 2023-0036 to allow the construction of a 3,382 square foot building addition on the Site
20 (“PPD No. 2023-0036”); and

21 WHEREAS, on October 2, 2024, the Planning Commission of the City of Rialto conducted
22 a duly noticed public hearing, as required by law, on CDP No. 2023-0025 and PPD No. 2023-
23 0036, took testimony, at which time it received input from staff, the city attorney, and the applicant;
24 heard public testimony; discussed the proposed CDP No. 2023-0025 and PPD No. 2023-0036; and
25 closed the public hearing; and

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

27 NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rialto
28 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.

1 SECTION 2. Based on substantial evidence presented to the Planning Commission during
2 the public hearing conducted with regard to CDP No. 2023-0025, including written staff reports,
3 verbal testimony, site plans, other documents, and the conditions of approval stated herein, the
4 Planning Commission hereby determines that CDP No. 2023-0025 satisfies the requirements of
5 Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made
6 precedent to granting a conditional development permit. The findings are as follows:

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

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

10 The applicant proposes to construct a 3,382 square foot building addition to an existing
11 14,009 square foot church building on the Site. The Project will increase the seating
12 capacity of the church from 352 seats to 656 seats. The population of Rialto has grown
13 significantly since the church was originally constructed in 1963 and the expansion will
 assist the church in serving the community’s religious needs.

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

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

17 The Site is bound by an existing segment of Sycamore Avenue to the east, an existing
18 segment of Easton Street to the south, and an existing segment of Highland Avenue on the
19 west. To the north of the Site is the SR-210 Freeway, to the east and south are existing
20 single-family residences, and to the west is an existing water reservoir tank facility. The
21 Project is consistent with the underlying Single-Family Residential (R-1A) zone. The
22 church on the Site has been in existence since 1963 and is compatible with the existing
23 residential uses to the east and south of the Site. The church will continue to operate in the
24 same manner it historically has, with the exception that it will now provide greater capacity
 within the interior of the church building. In addition, the Project has been reviewed by
 the City staff for compliance with all health, safety, and design requirements to ensure the
 project will significantly enhance the infrastructure and aesthetics of the local community.

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

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

1 The Site consists of an asymmetrical-shaped area of land approximately 4.03 acres in size and
2 adjacent to three (3) public streets. The Site will continue to be accessible from existing
3 driveways connected to Sycamore Avenue and Easton Street. Upon completion of the
4 Project, the Site will contain 210 parking spaces, forty-six (46) more parking spaces than
5 required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code. In addition,
6 the development will have lighting and accessible pathways leading to the public right-of-
7 way.

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

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

11 The Site has adequate access to all utilities and services required through main water, electric,
12 sewer, and other utility lines that are already hooked up to the Site.

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

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

17 The Project is consistent with the underlying Single-Family Residential (R-1A) zone and
18 the surrounding residential uses. The Project will feature a high-quality building exterior
19 designed in compliance with the City's Design Guidelines. Furthermore, the Project will
20 have 210 parking spaces, forty-six (46) more parking spaces than required by Chapter
21 18.58 (Off-Street Parking) of the Rialto Municipal Code.

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

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

26 The Project's effects will be minimized through the implementation of the Conditions of
27 Approval contained herein, and through the implementation of Conditions of Approval
28 imposed by the Planning Commission on the Precise Plan of Design, such as enhanced
landscaping and enhanced architectural features. The Project will meet the development
criteria of the Single-Family Residential (R-1A) zone and Chapter 18.61 (Design
Guidelines) of the Rialto Municipal Code. The project is consistent with the Single-Family
Residential (R-1A) zone and the surrounding uses, including the existing residential uses
to the east and south of the Site. Therefore, any potential adverse effects are outweighed
by the benefits conferred upon the community and neighborhood as a whole.

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

5 SECTION 4. CDP No. 2023-0025 is granted to Blessed John Catholic Community, Inc. in
6 accordance with the plans and application on file with the Planning Division, subject to the following
7 conditions:

- 8 1. The applicant is granted CDP No. 2023-0025 allowing the construction of a 3,382 square
9 foot building addition to an existing church located at 222 E. Easton Street (APN: 0127-
10 031-01) within the Single-Family Residential (R-1A) zone, as shown on the plans attached
11 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.
- 12 2. City inspectors shall have access to the site to reasonably inspect the site during normal
13 working hours to assure compliance with these conditions and other codes.
- 14 3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto,
15 and/or any of its officials, officers, employees, agents, departments, agencies, and
16 instrumentalities thereof (collectively, the “City Parties”), from any and all claims,
17 demands, law suits, writs of mandamus, and other actions and proceedings (whether
18 legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative
19 dispute resolutions procedures (including, but not limited to arbitrations, mediations,
20 and other such procedures), (collectively “Actions”), brought against the City, and/or
21 any of its officials, officers, employees, agents, departments, agencies, and
22 instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or
23 annul, the any action of, or any permit or approval issued by, the City and/or any of its
24 officials, officers, employees, agents, departments, agencies, and instrumentalities
25 thereof (including actions approved by the voters of the City), for or concerning the
26 Project (collectively, the “Entitlements”), whether such Actions are brought under the
27 California Environmental Quality Act, the Planning and Zoning Law, the Subdivision
28 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

1 Damages incurred by any of the City Parties in such Action(s) are a result of the City
2 Parties' fraud, intentional misconduct or gross negligence in connection with issuing
3 the Entitlements. The applicant shall execute an agreement to indemnify, protect,
4 defend, and hold the City harmless as stated herein within five (5) days of approval of
5 CDP No. 2023-0025.

- 6 4. In accordance with the provisions of Government Code Section 66020(d)(1), the
7 imposition of fees, dedications, reservations, or exactions for this Project, if any, are
8 subject to protest by the applicant at the time of approval or conditional approval of the
9 Project or within 90 days after the date of the imposition of the fees, dedications,
10 reservations, or exactions imposed on the Project.
- 11 5. The privileges granted by the Planning Commission pursuant to approval of this
12 Conditional Development Permit are valid for one (1) year from the effective date of
13 approval. If the applicant fails to commence the project within one year of said
14 effective date, this conditional development permit shall be null and void and any
15 privileges granted hereunder shall terminate automatically. If the applicant or his or
16 her successor in interest commence the project within one year of the effective date of
17 approval, the privileges granted hereunder will continue inured to the property as long
18 as the property is used for the purpose for which the conditional development permit
19 was granted, and such use remains compatible with adjacent property uses.
- 20 6. Approval of CDP No. 2023-0025 will not become effective until the applicant has signed
21 a statement acknowledging awareness and acceptance of the required conditions of
22 approval contained herein.
- 23 7. In the event, that any operation on the Site is found to be objectionable or incompatible
24 with the character of the City and its environs due to excessive noise, excessive traffic,
25 loitering, or other undesirable characteristics including, but not strictly limited to, uses
26 which are or have become offensive to neighboring property or the goals and objectives
27 of the Single-Family Residential (R-1A) zone and/or the City's General Plan, the
28 applicant shall address the issues within forty-eight (48) hours of being notified by the
City.
8. If the applicant fails to comply with any of the conditions of approval placed upon CDP
No. 2023-0025 or PPD No. 2023-0036, 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. 2023-0025 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;

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- 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, 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 Single-Family Residential (R-1A) zone 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 2nd day of October, 2024.

JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

5 I, Kimberly Dame, Administrative Analyst of the City of Rialto, do hereby certify that the
6 foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning
7 Commission of the City of Rialto held on the ____th day of ____, 2024.

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

10 Vote on the motion:

11 AYES:

12 NOES:

13 ABSENT:

14 IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of
15 Rialto this ____th day of ____, 2024.

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KIMBERLY DAME, ADMINISTRATIVE ANALYST

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Exhibit "A"
Project Plans

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1 **RESOLUTION NO. 2024-XX**

2 A RESOLUTION OF THE PLANNING COMMISSION OF THE
3 CITY OF RIALTO, CALIFORNIA APPROVING PRECISE PLAN
4 OF DESIGN NO. 2023-0036 ALLOWING THE CONSTRUCTION
5 OF A 3,382 SQUARE FOOT BUILDING ADDITION TO AN
6 EXISTING CHURCH LOCATED AT 222 E. EASTON STREET
7 (APN: 0127-031-01) WITHIN THE SINGLE-FAMILY
8 RESIDENTIAL (R-1A) ZONE.

9 WHEREAS, the applicant, Blessed John XXIII Catholic Community, Inc., proposes to
10 construct a 3,382 square foot building addition to an existing church (“Project”) located at 222 E.
11 Easton Street (APN: 0127-031-01) within the Single-Family Residential (R-1A) zone (“Site”); and

12 WHEREAS, Pursuant to Chapter 18.65 (Precise Plan of Design) of the Rialto Municipal
13 Code, the Project requires a Precise Plan of Design, and the applicant has agreed to apply for Precise
14 Plan of Design No. 2023-0036 (“PPD No. 2023-0036”); and

15 WHEREAS, the Project will consist of a 3,382 square foot building addition to an existing
16 14,009 square foot church building, two (2) new landscape planters, and the reconfiguration of
17 parking lot striping to provide better efficiency for on-site traffic circulation; and

18 WHEREAS, in conjunction with the Project, the applicant has applied for Conditional
19 Development Permit No. 2023-0025, in accordance with Section 18.66.060 of the Rialto Municipal
20 Code, to allow the construction of a 3,382 square foot building addition on the Site (“CDP No. 2023-
21 0025”); and

22 WHEREAS, on October 2, 2024, the Planning Commission of the City of Rialto conducted
23 a duly noticed public hearing, as required by law, on PPD No. 2023-0036 and CDP No. 2023-
24 0025, took testimony, at which time it received input from staff, the city attorney, and the applicant;
25 heard public testimony; discussed the proposed PPD No. 2023-0036 and CDP No. 2023-0025; and
26 closed the public hearing; and

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

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

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

3 SECTION 2. Based on substantial evidence presented to the Planning Commission during
4 the public hearing conducted with regard to PPD No. 2023-0036, including written staff reports,
5 verbal testimony, site plans, other documents, and the conditions of approval stated herein, the
6 Planning Commission hereby determines that PPD No. 2023-0036 satisfies the requirements of
7 Section 18.65.020E of the Rialto Municipal Code pertaining to the findings which must be made
8 precedent to granting a Precise Plan of Design. The findings are as follows:

- 9 1. The proposed development is in compliance with all city ordinances and regulations,
10 unless in accordance with an approved variance; and

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

12 The Project, as conditioned herein, will comply with all City ordinances and regulations,
13 including those within Chapter 18.61 (Design Guidelines) of the Rialto Municipal Code.
14 The Site has a zoning designation of Single-Family Residential (R-1A). The R-1A zone
15 allows for the expansion of church uses, as proposed by the Project. Additionally, the
16 Project meets all of the required development standards of the R-1A zone including, but
17 not limited to, required building setbacks, parking, landscaping, building height, etc.

- 18 2. The site is physically suitable for the proposed development, and the proposed
19 development will be arranged, designed, constructed, and maintained so that it will
20 not be unreasonably detrimental or injurious to property, improvements, or the health,
21 safety or general welfare of the general public in the vicinity, or otherwise be
22 inharmonious with the city’s general plan and its objectives, zoning ordinances or any
23 applicable specific plan and its objectives; and

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

25 The Site consists of an asymmetrical-shaped area of land approximately 4.03 acres in size
26 and adjacent to three (3) public streets. The Site has adequate access to all utilities and
27 services required through main water, electric, sewer, and other utility lines that are already
28 hooked up to the Site as part of the proposed Project.

 The Site is bound by an existing segment of Sycamore Avenue to the east, an existing
segment of Easton Street to the south, and an existing segment of Highland Avenue on the
west. To the north of the Site is the SR-210 Freeway, to the east and south are existing
single-family residences, and to the west is an existing water reservoir tank facility. The
Project is consistent with the underlying Single-Family Residential (R-1A) zone. The
church on the Site has been in existence since 1963 and is compatible with the existing
residential uses to the east and south of the Site. The church will continue to operate in the

1 same manner it historically has, with the exception that it will now provide greater capacity
2 within the interior of the church building. In addition, the Project has been reviewed by
3 the City staff for compliance with all health, safety, and design requirements to ensure the
project will significantly enhance the infrastructure and aesthetics of the local community.

4 Upon completion of the Project, the Site will contain 210 parking spaces, forty-six (46)
5 more parking spaces than required by Chapter 18.58 (Off-Street Parking) of the Rialto
6 Municipal Code. In addition, the development will have lighting and accessible pathways
leading to the public right-of-way.

- 7 3. The proposed development will not unreasonably interfere with the use or enjoyment
8 of neighboring property rights or endanger the peace, health, safety or welfare of the
9 general public; and

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

11 The Project's effects will be minimized through the implementation of the Conditions of
12 Approval contained herein, such as extensive landscaping and enhanced architectural
13 features. To the north of the Site is the SR-210 Freeway, to the east and south are existing
14 single-family residences, and to the west is an existing water reservoir tank facility. The
15 Project is consistent with the underlying Single-Family Residential (R-1A) zone. The Project
16 is consistent with the underlying Single-Family Residential (R-1A) zone and the existing
17 residential uses to the east and south of the Site. The church on the Site has been in existence
18 since 1963 and is compatible with the existing residential uses to the east and south of the
19 Site. The church will continue to operate in the same manner it historically has, with the
20 exception that it will now provide greater capacity within the interior of the church building

- 21 4. The proposed development will not substantially interfere with the orderly or planned
22 development of the City of Rialto.

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

24 The Project is consistent with the underlying Single-Family Residential (R-1A) zone and is a
25 logical expansion to the existing church use. The design of the Project will ensure a
26 continuation of the improvements, access, and enhanced aesthetics prevalent in the area. The
27 City staff have reviewed the design of the Project to ensure compliance with all health, safety,
28 and design requirements to ensure the Project will enhance the infrastructure and aesthetics
of the local community.

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

1 SECTION 4. PPD No. 2023-0036 is granted to Blessed John XXIII Catholic Community,
2 Inc. in accordance with the plans and application on file with the Planning Division, subject to the
3 following conditions:

- 4 1. The applicant is granted PPD No. 2023-0036 allowing the development of a 3,382 square
5 foot building addition to an existing church located at 222 E. Easton Street (APN: 0127-
6 031-01) within the Single-Family Residential (R-1A) zone, subject to the Conditions of
7 Approval contained herein.
- 8 2. The approval of PPD No. 2023-0036 is granted for a one (1) year period from the date of
9 approval. Approval of PPD No. 2023-0036 will not become effective until the applicant
10 has signed a Statement of Acceptance acknowledging awareness and acceptance of the
11 required Conditions of Approval contained herein. Any request for an extension shall be
12 reviewed by the Community Development Director and shall be based on the progress
13 that has taken place toward the development of the project.
- 14 3. The development associated with PPD No. 2023-0036 shall conform to the site plan, floor
15 plan, and elevations attached hereto as Exhibit A, except as may be required to be
16 modified based on the Conditions of Approval contained herein.
- 17 4. The development associated with PPD No. 2023-0036 shall comply with all Conditions
18 of Approval contained within CDP No. 2023-0025.
- 19 5. The development associated with PPD No. 2023-00036 shall comply with all applicable
20 sections of the Rialto Municipal Code and all other applicable State and local laws and
21 ordinances.
- 22 6. City inspectors shall have access to the site to reasonably inspect the site during normal
23 working hours to assure compliance with these conditions and other codes.
- 24 7. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto,
25 and/or any of its officials, officers, employees, agents, departments, agencies, and
26 instrumentalities thereof (collectively, the “City Parties”), from any and all claims,
27 demands, law suits, writs of mandamus, and other actions and proceedings (whether
28 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

1 Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation,
2 or any decision of a court of competent jurisdiction. This condition to indemnify,
3 protect, defend, and hold the City harmless shall include, but not be limited to (i)
4 damages, fees and/or costs awarded against the City, if any, and (ii) cost of suit,
5 attorneys' fees and other costs, liabilities and expenses incurred in connection with
6 such proceeding whether incurred by applicant, Property owner, or the City and/or
7 other parties initiating or bringing such proceeding (collectively, subparts (i) and (ii)
8 are the "Damages"). Notwithstanding anything to the contrary contained herein, the
9 Applicant shall not be liable to the City Parties under this indemnity to the extent the
10 Damages incurred by any of the City Parties in such Action(s) are a result of the City
11 Parties' fraud, intentional misconduct or gross negligence in connection with issuing
12 the Entitlements. The applicant shall execute an agreement to indemnify, protect,
13 defend, and hold the City harmless as stated herein within five (5) days of approval of
14 PPD No. 2023-0036.

- 15 8. In accordance with the provisions of Government Code Section 66020(d)(1), the
16 imposition of fees, dedications, reservations, or exactions for this Project, if any, are
17 subject to protest by the applicant at the time of approval or conditional approval of the
18 Project or within 90 days after the date of the imposition of the fees, dedications,
19 reservations, or exactions imposed on the Project.
- 20 9. In order to provide enhanced building design in accordance with Chapter 18.61 (Design
21 Guidelines) of the Rialto Municipal Code, the applicant shall route all drainage
22 downspouts through the interior of the building. The internal downspouts shall be
23 identified within the formal building plan check submittal prior to the issuance of building
24 permits.
- 25 10. The applicant shall submit a formal Landscape Plan to the Planning Division for all new
26 on-site landscape planters, prior to the issuance of building permits. The submittal shall
27 include three (3) sets of planting and irrigation plans, a completed Landscape Plan Review
28 application, and the applicable review fee.
11. 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.
12. All non-glass doors shall be painted to match the color of the adjacent wall or have a
pleasant contrast prior to the issuance of a Certificate of Occupancy.
13. The applicant shall comply with all conditions of approval for PPD No. 2023-0036 to the
satisfaction of the City Engineer, prior to the issuance of a Certificate of Occupancy.

- 1 14. The applicant shall pay all applicable development impact fees in accordance with the
2 current City of Rialto fee ordinance, prior to the issuance of any building permit related
3 to the Project.
- 4 15. The applicant shall submit full architectural and structural plans with all mechanical,
5 electrical, and plumbing plans, structural calculations, truss calculations and layout, rough
6 grading plans approved by Engineering Services Department, Water Quality Management
7 Plan, Erosion Control Plan, Stormwater Pollution Prevention Plan, and Title 24 Energy
8 Calculations to the Building Division for plan check and review, prior to the issuance of
9 building permits.
- 10 16. The applicant shall provide a Scope of Work on the title page of the architectural plan set.
11 The Scope of Work shall call out all work to be permitted (ex. Main structure, perimeter
12 walls, trash enclosure, etc.).
- 13 17. The applicant shall design the structures in accordance with the 2022 California Building
14 Code, 2022 California Mechanical Code, 2022 California Plumbing Code, and the 2022
15 California Electrical Code, 2022 Residential Code and the 2022 California Green
16 Buildings Standards adopted by the State of California.
- 17 18. The applicant shall design the structure to withstand ultimate wind speed of 130 miles per
18 hour, exposure C and seismic zone D.
- 19 19. The applicant shall obtain an Electrical Permit from the Building Division for any
20 temporary electrical power required during construction. No temporary electrical power
21 will be granted to a project unless one of the following items is in place and approved by
22 the Building Division: (A) Installation of a construction trailer, or, (B) Security fencing
23 around the area where the electrical power will be located.
- 24 20. The applicant shall install any required temporary construction trailer on private property.
25 No trailers are allowed to be located within the public right-of-way. The trailer shall be
26 removed prior to the issuance of a Certificate of Occupancy.
- 27 21. The applicant shall design and construct accessible paths of travel from the building's
28 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.
22. 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

1 (superintendent number here) or the AQMD if the problem is not being resolved" or
2 something similar to this.

- 3 23. The applicant shall provide temporary toilet facilities for the construction workers. The
4 toilet facilities shall always be maintained in a sanitary condition. The construction toilet
5 facilities of the non-sewer type shall conform to ANSI ZA.3.
- 6 24. The applicant shall underground all on site utilities to the new proposed structures, prior
7 to the issuance of a Certificate of Occupancy, unless prior approval has been obtained by
8 the utility company or the City.
- 9 25. Prior to issuance of Building Permits, site grading final and pad certifications shall be
10 submitted to the Building Division and Engineering Division, which include elevation,
11 orientation, and compaction. The certifications are required to be signed by the engineer
12 of record.
- 13 26. The applicant shall provide proof of payment to the Rialto Unified School District for all
14 required school fees, prior to the issuance of a building permit.
- 15 27. Site facilities such as parking open or covered, recreation facilities, and trash dumpster
16 areas, and common use areas shall be accessible per the California Building Code, Chapter
17 11.
- 18 28. The applicant shall place a copy of the Conditions of Approval herein on within the
19 building plan check submittal set and include the PPD number on the right bottom corner
20 cover page in 20 point bold, prior to the issuance of a building permit.
- 21 29. The applicant shall ensure that a minimum of 65% of all construction and demo debris
22 shall be recycled using an approved City of Rialto recycling facility during construction.
23 Copies of receipts for recycling shall be provided to the City Inspector and a copy shall
24 be placed in the office of the construction site.
- 25 30. Prior to issuance of Building Permits, on site water service shall be installed and approved
26 by the responsible agency. On site fire hydrants shall be approved by the Fire Department.
27 No flammable materials will be allowed on the site until the fire hydrants are established
28 and approved.
31. The applicant shall comply with all applicable requirements of the California Fire Code
and Chapter 15.28 (Fire Code) of the Rialto Municipal Code.
32. The applicant shall provide an illuminated channel letter address prominently placed on
the building to be visible to the front of the location and if applicable, visible from the
main street to which they are located (e.g. commercial building facing the interior of the
property would require two address signs if located adjacent to a roadway), prior to the
issuance of a Certificate of Occupancy.

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33. The applicant shall install Knox boxes immediately adjacent to the main entrance to the building and at least one (1) rear entrance 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.

34. 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 2nd day of October, 2024.

JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

5 I, Kimberly Dame, Administrative Analyst of the City of Rialto, do hereby certify that the
6 foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning
7 Commission of the City of Rialto held on the ____th day of ____, 2024.

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

10 Vote on the motion:

11 AYES:

12 NOES:

13 ABSENT:

14 IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of
15 Rialto this ____th day of ____, 2024.

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KIMBERLY DAME, ADMINISTRATIVE ANALYST

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Exhibit "A"
Project Plans

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City of Rialto

Legislation Text

File #: PC-24-1750, **Version:** 1, **Agenda #:**

For the Planning Commission Meeting of October 2, 2024

TO: Honorable Chairman and Planning Commissioners
 APPROVAL: Colby Cataldi, Director of Community Development
 REVIEWED BY: Paul Gonzales, Community Development Manager
 FROM: Daniel Casey, Principal Planner

Conditional Development Permit No. 2024-0013: A request to allow the establishment of an overstock liquidation store within an existing 25,868 square foot commercial building located at 463 E. Foothill Boulevard (APN: 0130-051-51) 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 (CEQA).

APPLICANT:

CA Black Friday, Inc., 2280 Griffin Way, Corona, CA 92879.

LOCATION:

The project site is located at the southwest corner of Foothill Boulevard and Acacia Avenue at 463 East Foothill Boulevard (APN: 0130-051-51) as show on the 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	Commercial Businesses	Commercial Pedestrian (C-P) in Foothill Boulevard Specific Plan
South	Single-Family Residences	Single Family Residential (R-1C)
East	Commercial Businesses	Commercial Pedestrian (C-P) in Foothill Boulevard Specific Plan
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	Specific Plan with a Specific Plan Overlay (Foothill Boulevard SP)
South	Residential 6 (2.1 - 6.0 dwelling units per acre)
East	Specific Plan with a Specific Plan Overlay (Foothill Boulevard SP)
West	Specific Plan with a Specific Plan Overlay (Foothill Boulevard SP)

Site Characteristics

The project site is a rectangular-shaped area of land approximately 2.16 acres in size. The project site is developed with one (1) existing 25,868 square-foot commercial building and one (1) existing 3,528 square-foot commercial building. The 25,868 square foot building is currently vacant, and the 3,528 square foot building is currently occupied by Chuck’s Liquor.

Surrounding Area

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

ANALYSIS/DISCUSSION:

Project Proposal

The applicant proposes to establish and operate a multi-price overstock liquidation store within the vacant 25,868 square-foot building at the project site (**Exhibits B and C**). The proposed business is “Black Friday Deals” and will sell deep-discounted overstock items below retail price. The items for sale will consist of general merchandise including clothing, kitchenware, and toys. Black Friday Deals is requesting to be open from 9:00 a.m. to 7:00 p.m. Friday through Wednesday and closed every Thursday to restock and prepare for the following week.

Entitlement Requirements

Per Section 18.66.030Q of the Rialto Municipal Code, the establishment of an overstock liquidation store is subject to the approval of a Conditional Development Permit. The applicant complied with this requirement and filed a completed Conditional Development Permit (CDP2024-0013) application.

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. Black Friday Deals would be the first overstock liquidation store of its kind in Rialto and therefore it would not cause an over

proliferation.

Land Use Compatibility

The proposed overstock liquidation store is consistent with the Commercial Pedestrian (C-P) land use district of the Foothill Boulevard Specific Plan and the surrounding commercial uses. Previously the building was the Rialto Discount Mall and contained various discount retail establishments. As such, the Planning Division considers the Black Friday Deals compatible with the area in which it will locate. With the approval of the Conditional Development Permit, Black Friday Deals 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 project is Exempt in accordance with the categorical exemption requirements of the California Environmental Act (CEQA) Section 15301 Exiting Facilities. The project consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topological features, involving negligible or no expansion of existing or former use.

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 categorical exemption pursuant to Class 1, Section 15301 (Exiting Facilities) of the California Environmental Act (CEQA).
2. Adopt the attached Resolution (**Exhibit D**) to approve Conditional Development Permit No. 2024-0013 allowing the establishment of an overstock liquidation store within an existing 25,868 square foot commercial building located at 463 E. Foothill Boulevard, subject to the findings and conditions therein.

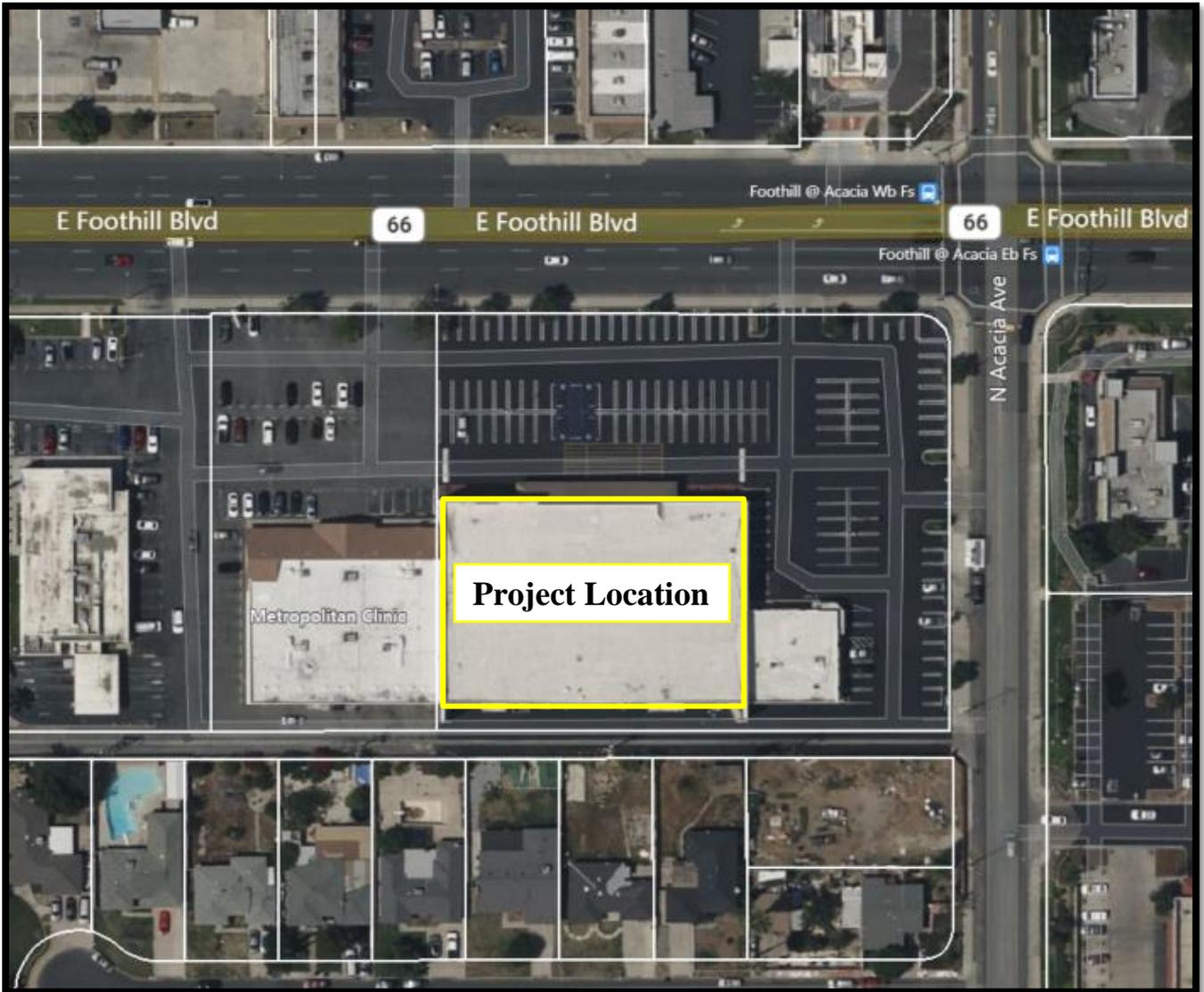


Exhibit A Location Map



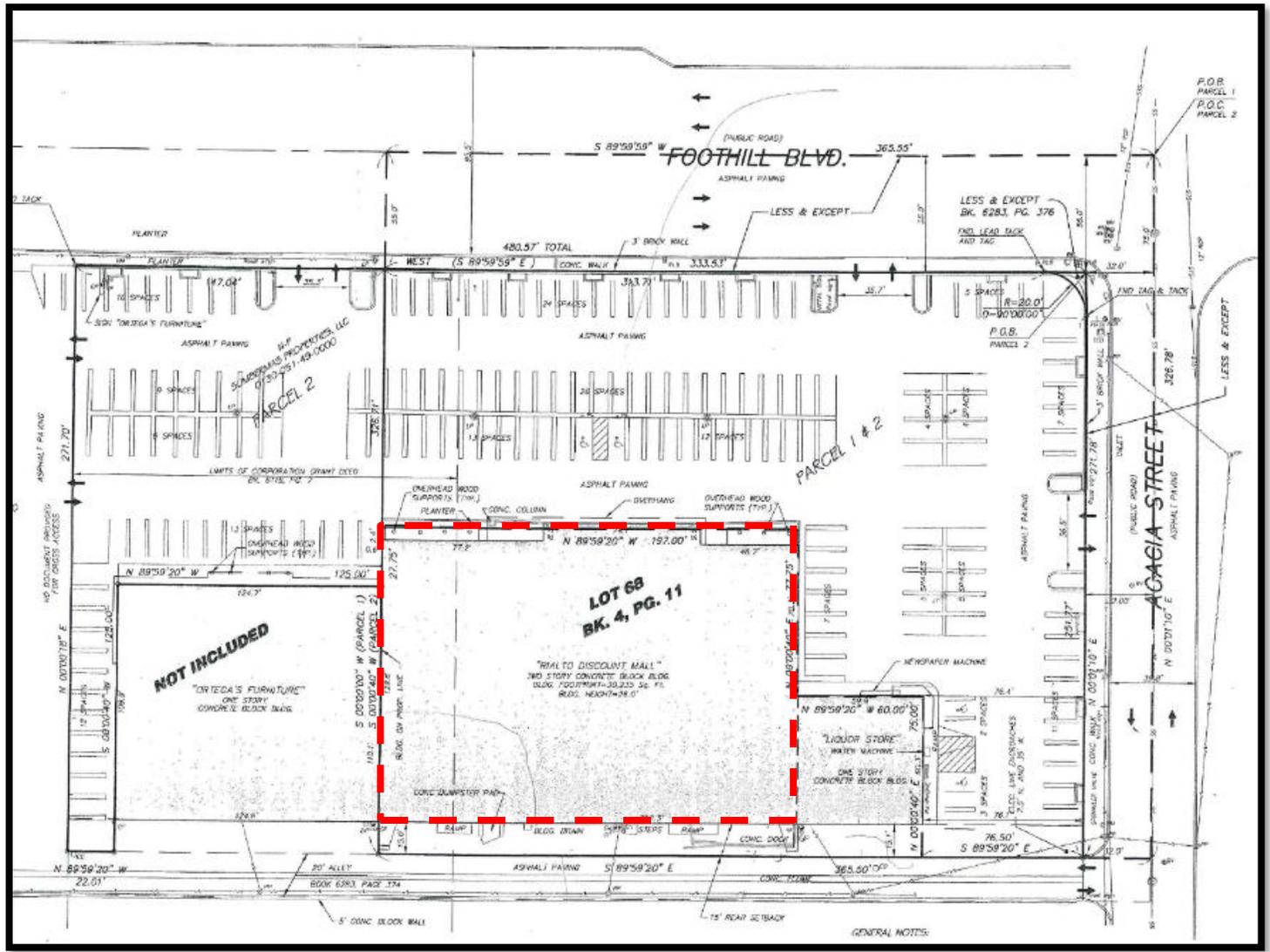
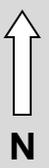


Exhibit B Site Plan



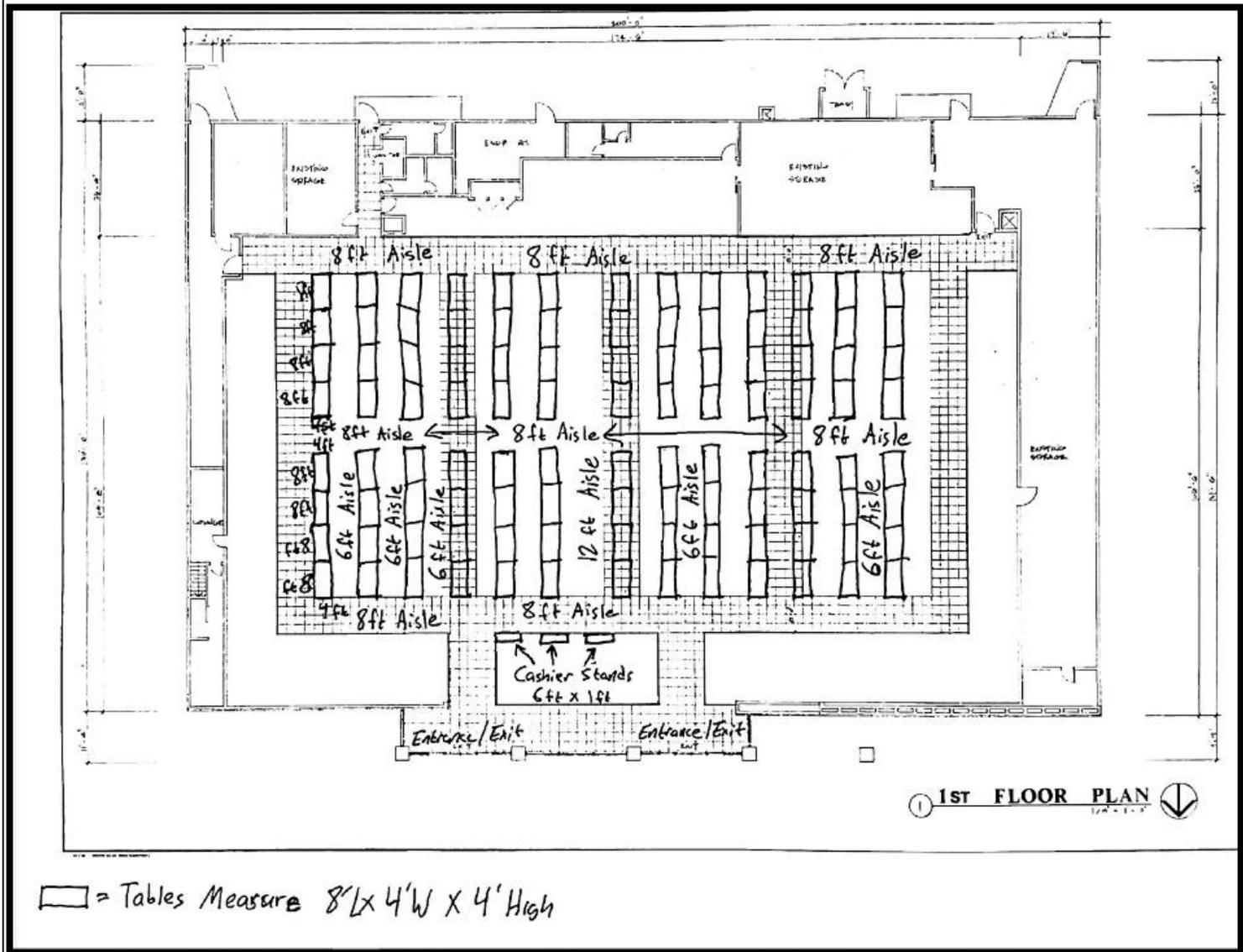


Exhibit C Floor Plan



1 **RESOLUTION NO. 24-XX**

2 A RESOLUTION OF THE PLANNING COMMISSION OF THE
3 CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL
4 DEVELOPMENT PERMIT NO. 2024-0013 TO ALLOW THE
5 ESTABLISHMENT OF AN OVERSTOCK LIQUIDATION
6 STORE WITHIN AN EXISTING 25,868 SQUARE FOOT
7 COMMERCIAL BUILDING AT 463 E. FOOTHILL
BOULEVARD (APN: 0130-051-51) WITHIN THE
COMMERCIAL PEDESTRIAN (C-P) LAND USE DISTRICT OF
THE FOOTHILL BOULEVARD SPECIFIC PLAN.

8 WHEREAS, the applicant, CA Black Friday, Inc., proposes to establish and operate an
9 overstock liquidation store (“Project”) within an existing 25,868 square foot commercial building
10 located at 463 E. Foothill Boulevard (APN 0130-051-51) within the Commercial Pedestrian (C-
11 P) land use district of the Foothill Boulevard Specific Plan (“Site”); and

12 WHEREAS, pursuant to Section 18.66.030(Q) of the Rialto Municipal Code, the
13 establishment of an overstock liquidation store, such as this project, within the C-P land use
14 district requires a conditional development permit, and the applicant has applied for a conditional
15 development permit (“CDP No. 2024-0013”); and

16 WHEREAS, on October 2, 2024, the Planning Commission of the City of Rialto
17 conducted a duly noticed public hearing, as required by law, on CDP No. 2024-0013, took
18 testimony, at which time it received input from staff, the city attorney, and the applicant; heard
19 public testimony; discussed the proposed CDP; and closed the public hearing; and

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

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

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

25 SECTION 2. Based on substantial evidence presented to the Planning Commission during
26 the public hearing conducted with regard to the CDP, including written staff reports, verbal
27 testimony, site plans, other documents, and the conditions of approval stated herein, the Planning
28 Commission hereby determines that CDP No. 2024-0013 satisfies the requirements of Section

1 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to
2 granting a conditional development permit. The findings are as follows:

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

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

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

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

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

13 The properties to the north of the project site are commercial businesses zoned as
14 Commercial Pedestrian (C-P) in the Foothill Boulevard Specific Plan. The properties to
15 the south are single-family homes zoned Single-Family Residential (R-1C). The
16 properties to the east are commercial businesses zoned as Commercial Pedestrian (C-P)
17 in the Foothill Boulevard Specific Plan. The properties to the west are commercial
18 businesses zoned as Commercial Pedestrian (C-P) in the Foothill Boulevard Specific
19 Plan.

20 The proposed overstock liquidation store is consistent with the C-P zone and the
21 surrounding land uses. The property and contiguous properties to the west accommodate
22 various retail uses. Overstock liquidation stores are generally compatible with other retail
23 uses and services typically found in commercial centers, including the types of businesses
24 that are likely to exist within the center.

25 On March 14, 2012, the Planning Commission instituted a policy requiring a one-half
26 (0.5) mile separation between sole proprietor owned single-price overstock/discount
27 stores, and a one (1) mile separation between national chain single-price
28 overstock/discount stores. The proposed overstock liquidation store would be the first
overstock liquidation store of its kind in Rialto and therefore will not create an over-
proliferation.

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:

1 The Site is an existing vacant commercial space within an existing commercial shopping
2 center. The center is approximately 64,091 square feet, or 2.16 acres in size, located at the
3 southwest corner of East Foothill Boulevard and North Acacia Avenue. One other business,
4 Chuck's Liquor, is on the property. The store was previously the Rialto Discount Mall. The
5 property directly west shares the same parking lot. It has a fashion store, medical clinic,
6 and a Bank of America. These are generally compatible with other retail uses and
7 services typically found in commercial centers.

- 8
- 9 4. The site has adequate access to those utilities and other services required for the
10 proposed use; and

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

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

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

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

19 The proposed overstock liquidation store will be located within an existing vacant building
20 that will be maintained in a manner that is consistent with the C-P land use district. The
21 operation of an overstock liquidation store is consistent with the C-P land use district. If all
22 Conditions of Approval contained within CDP No. 2024-0013 are satisfied, the Project
23 should not negatively impact any of the neighboring land uses.

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

- 26 6. Any potential adverse effects upon the surrounding properties will be minimized to
27 every extent practical and any remaining adverse effects shall be outweighed by the
28 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. 2024-0013, allowing the establishment and operation of an
overstock liquidation store, will potentially maintain a long-term tenant and prevent
vacancy within the 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.

1 SECTION 3. The project is Exempt in accordance with the categorical exemption
2 requirements of the California Environmental Quality Act (CEQA) Section 15301 Existing
3 Facilities. The project consists of the operation, repair, maintenance, permitting, leasing, licensing,
4 or minor alteration of existing public or private structures, facilities, mechanical equipment, or
5 topological features, involving negligible or no expansion of existing or former use. No further
6 environmental review is required for Conditional Development Permit No. 2024-0013.

7 SECTION 4. CDP No. 2024-0013 is granted to CA Black Friday, Inc., in accordance with
8 the plans and application on file with the Planning Division, subject to the following conditions:

- 9 1. The approval is granted to allow the establishment and operation of an overstock
10 liquidation store within an existing 25,868 commercial building located at 463 E.
11 Foothill Boulevard, as shown on the plans submitted to the Planning Division on
12 September 11, 2024, and as approved by the Planning Commission. If the Conditions of
13 Approval specified herein are not satisfied or otherwise completed, the Project shall be
14 subject to revocation.
- 15 2. City inspectors shall have access to the site to reasonably inspect the site during
16 normal working hours to assure compliance with these conditions and other codes.
- 17 3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto,
18 and/or any of its officials, officers, employees, agents, departments, agencies, and
19 instrumentalities thereof (collectively, the “City Parties”), from any and all claims,
20 demands, law suits, writs of mandamus, and other actions and proceedings (whether
21 legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative
22 dispute resolutions procedures (including, but not limited to arbitrations, mediations,
23 and other such procedures), (collectively “Actions”), brought against the City, and/or
24 any of its officials, officers, employees, agents, departments, agencies, and
25 instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or
26 annul, the any action of, or any permit or approval issued by, the City and/or any of
27 its officials, officers, employees, agents, departments, agencies, and instrumentalities
28 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)

1 and (ii) are the “Damages”). Notwithstanding anything to the contrary contained
2 herein, the Applicant shall not be liable to the City Parties under this indemnity to the
3 extent the Damages incurred by any of the City Parties in such Action(s) are a result
4 of the City Parties’ fraud, intentional misconduct or gross negligence in connection
5 with issuing the Entitlements. The applicant shall execute an agreement to
6 indemnify, protect, defend, and hold the City harmless as stated herein within five (5)
7 days of approval of CDP No. 2024-0013.

- 8 4. In accordance with the provisions of Government Code Section 66020(d)(1), the
9 imposition of fees, dedications, reservations, or exactions for this Project, if any, are
10 subject to protest by the applicant at the time of approval or conditional approval of
11 the Project or within 90 days after the date of the imposition of the fees, dedications,
12 reservations, or exactions imposed on the Project.
- 13 5. The applicant shall repaint the building to enhance the aesthetic appearance, prior to
14 issuance of a business license.
- 15 6. The applicant shall replace any dead or missing landscape vegetation, prior to issuance
16 of a business license.
- 17 7. The applicant shall refurbish or remove the existing pylon sign on the north side of the
18 Site, prior to issuance of a business license.
- 19 8. Outdoor display or storage of any kind is prohibited.
- 20 9. All items for sale shall be displayed in a case, on a shelf, or on a rack in an orderly
21 fashion.
- 22 10. The applicant shall obtain a building permit for any wall, monument, and/or pylon
23 signage prior to the issuance of a Certificate of Occupancy (C of O).
- 24 11. All signage shall comply with Section 18.102 (Regulation of Signs) of the Rialto
25 Municipal Code and/or the Foothill Boulevard Specific Plan.
- 26 12. A City business license shall be required prior to issuance of a Certificate of Occupancy
27 or final permits.
- 28 13. Six (6) months after the date of approval, the Planning Commission may review the
approved 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.
14. The applicant shall obtain all necessary approvals and operating permits from all
Federal, State, and local agencies prior to the issuance of a Certificate of Occupancy.

1 15. The privileges granted by the Planning Commission pursuant to approval of this
2 Conditional Development Permit are valid for one (1) year from the effective date of
3 approval. If the applicant fails to commence the project within one year of said
4 effective date, this conditional development permit shall be null, and void and any
5 privileges granted hereunder shall terminate automatically. If the applicant or his or
6 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.

7 16. If the applicant fails to comply with any of the Conditions of Approval placed upon
8 Conditional Development Permit No. 2024-0013, the Planning Commission may
9 initiate proceedings to revoke the Conditional Development Permit in accordance
10 with the provisions of sections 18.66.070 through 18.66.090, inclusive, of the Rialto
11 Municipal Code. Conditional Development Permit No. 2024-0013 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:

- 12 a) The use for which such approval was granted has ceased to exist, been
13 subsequently modified or have been suspended for six (6) months or more;
- 14 b) Any of the express conditions or terms of such permit are violated;
- 15 c) The use for which such approval was granted becomes or is found to be
16 objectionable or incompatible with the character of the City and its
17 environs due to noise, loitering, criminal activity, or other undesirable
18 characteristics including, but not strictly limited to uses which are or have
19 become offensive to neighboring property or the goals and objectives of
the Commercial Pedestrian (C-P) land use district, the Foothill Boulevard
Specific Plan, and the City's General Plan.

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

22 PASSED, APPROVED AND ADOPTED this 2nd day of October 2024.

23
24
25 _____
26 JERRY GUTIERREZ, CHAIR
27 CITY OF RIALTO PLANNING COMMISSION
28



City of Rialto

Legislation Text

File #: PC-24-1753, **Version:** 1, **Agenda #:**

For the Planning Commission Meeting of October 2, 2024

TO: Honorable Chairman and Planning Commissioners
 APPROVAL: Colby Cataldi, Director of Community Development
 REVIEWED BY: Paul Gonzales, Community Development Manager
 FROM: Daniel Rosas, Senior Planner

Conditional Development Permit No. 2022-0036: A request to allow the development and use of a 118,000 square foot industrial warehouse building on 5.63 acres of land (APN: 0258-171-57 & 0258-171-31) located on the west side of Willow Avenue approximately 1,300 feet south of Santa Ana Avenue within the Heavy Industrial (H-IND) zone of the Agua Mansa Industrial Corridor Specific Plan. A Mitigated Negative Declaration has been prepared for the proposed project pursuant to the requirements of California Environmental Quality Act (CEQA) (Environmental Assessment Review No. 2022-0058).

Precise Plan of Design No. 2022-0060: A request for site and architectural review of the proposed 118,000 square foot industrial warehouse building

APPLICANT:

Scannell Properties, 8801 River Crossing Blvd, Suite 300, Indianapolis, IN 46240

LOCATION:

The project site consists of two (2) parcels of land (APN: 0258-171-57 & 0258-171-31) located on the west side of Willow Avenue approximately 1,300 feet south of Santa Ana Avenue within the Heavy Industrial (H-IND) zone of the Agua Mansa Industrial Corridor Specific Plan, as shown on the attached location map **Exhibit A**.

BACKGROUND:

Surrounding General Plan Land Use Designations

Location	General Plan Designation
Site	General Industrial with Specific Plan Overlay
North	General Industrial with Specific Plan Overlay
East	General Industrial with Specific Plan Overlay
South	Light Industrial with Specific Plan Overlay

West	Light Industrial with Specific Plan Overlay
------	---

Surrounding Zoning Designations

Location	Zoning or Specific Plan Land Use Designation
Site	Heavy Industrial (H-IND) of the Agua Mansa SP
North	Heavy Industrial (H-IND) of the Agua Mansa SP
East	Heavy Industrial (H-IND) of the Agua Mansa SP
South	Light Industrial (M-1)
West	Heavy Industrial (H-IND) of the Agua Mansa SP

Site Characteristics

The project is comprised of two (2) parcels totaling approximately 5.63 gross acres in size with approximate dimensions of 330 feet (north-south) by 743 feet (east-west). The project site is bound on the east by the Willow Avenue. Approximately 4 acres of the site is developed and consists of two existing industrial buildings occupied by Dura Technologies and Revchem Composites on one of the parcels. The remaining 1.6-acre parcel remains vacant.

Surrounding Area

North of the project site is a transportation logistics facility occupied by the Hub Group. To the east of the project site, across Willow Avenue, is a 10.5-acre reinforcing steel facility occupied by the Pacific Steel Group. To the south of the project site is a transportation logistics facility occupied by the Hollywood Delivery Service. To the west of the project site 3.8 acres of vacant land.

ANALYSIS/DISCUSSION:

The applicant, Scannell Properties, proposes to construct a 118,00 square foot industrial warehouse building with on and off-site improvements for the project site. The building would accommodate various storage and distribution uses.

Site Design

As shown on the site plan (**Exhibit B**), the applicant proposes to construct a 118,000 square-foot industrial warehouse building. The proposed layout includes passenger vehicle parking on the east and west sides of the building and a truck court on the south side of the building. A total of 89 passenger vehicle parking stalls are proposed on-site. The proposed truck court will have 16 dock doors, 1 grade-level door. Two (2) driveways are proposed along the Willow Avenue frontage to provide access to the site. The south driveway will be full access for all vehicles including trucks. The north driveway will be limited to passenger vehicles and emergency vehicle access only. As such, trucks will only be permitted to enter and exit the site via the south driveway (as shown in **Exhibit C - Truck Flow Diagram**).

Lot Line Adjustment

As previously mentioned, the project site currently consists of two parcels and the applicant is

required to consolidate the two parcels into one parcel to facilitate the development. A Lot Line Adjustment application (LLA2023-0007) has previously been approved by the Community Development Department to merge the parcels and the merger is currently being processed through the Engineering Division for review and approval. A condition of approval has been added to the resolution requiring that the applicant to record the lot merger (as shown in **Exhibit D** - Lot Line Adjustment) with the County of San Bernardino prior to the issuance of building permits.

Floor Plan

The floor plan for the proposed building (**Exhibit E**) consists of 7,000 square feet of office space and 111,000 square feet of warehouse storage area. The office space will occupy the southeast corner of the building with 3,500 square feet on the ground floor and 3,500 square feet on the second floor. The south side of the building will have sixteen (16) dock high loading doors and one (1) grade level roll-up door.

Architectural Design

The proposed building will feature significant vertical and horizontal wall plane articulation in the form of recessed wall panels, projected wall panels, and panel height variations on all four (4) sides of the building. As shown on the elevations (**Exhibit F**), the height of the building will range from 40'-6" to 42'-0" feet from the finished grade. The exterior of the building is proposed with concrete tilt-up wall construction painted with a palette of three (3) gray tones, white and blue. Additional architectural features of the building include wall panel reveals, metal canopy accent, and high-performance glazing.

Parking

The development will have 89 auto-parking spaces including six (6) ADA accessible parking spaces. This quantity exceeds the minimum parking requirement as shown in the parking calculation chart below and as required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code:

<i>Type of Use</i>	<i>Floor Area (square feet)</i>	<i>Parking Ratio</i>	<i>Number of spaces</i>
<u>Office</u>			
Ground	7,000	1 / 300	24
<u>Warehouse</u>			
Floor area up to 10,000sf	10,000	1 / 1,000	10
Floor area beyond 10,000sf	101,000	2 / 1,000	51
Total Required			85
Total Provided			89

Landscaping

The landscape coverage for the project is 10.4 percent which exceeds the city landscape requirement. This includes a twenty-five (25) foot landscape setback along Willow Avenue as well as planters around the perimeter of the building 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 G**).

Traffic

Kimley-Horn and Associates prepared a Focused Traffic Study, dated November 23, 2024, to assess the project's potential impacts to local streets and intersections, as well as vehicle miles travelled (**Exhibit H**). The TIA estimates that the project will generate up to 205 actual daily vehicle trips with approximately 20 trips in the AM peak hour and 22 trips in the PM peak hour. Trucks will constitute approximately 82 of the 205 potential daily vehicle trips. The TIA concluded that the project would generate an insignificant amount of traffic, and all nearby intersections and roadway segments will continue to operate at acceptable Level of Service (LOS). Although there are no recommended improvements at the study area intersections, the project will be required to pay Development Impact Fees and project improvements may include a combination of fee payments construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches.

Land Use Compatibility

The project is consistent with the M-IND zone, the regulations contained within Chapter 18.112 (Indoor Storage Uses) of the Rialto Municipal Code, and the existing industrial uses to the north, east and south of the project site. There are no sensitive uses near the project site. The development and operation of the proposed industrial warehouse building will not significantly impact the surrounding uses since measures, such as the placement of the truck court on the south side of the building, the installation of solid screen walls around the truck court, and the installation of landscape planters around the perimeter of the building and the project site will reduce both noise and visual impacts to acceptable levels. Additionally, the Draft Resolutions of Approval contain conditions of approval requiring that the project not exceed the traffic estimates contained within the traffic study, 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 General Industrial. According to Chapter 2 (Managing Our Land Supply) of the Rialto General Plan, industrial warehouse and distribution buildings, such as the project, are consistent with the General Industrial land use designation. Furthermore, the project is consistent with the following goals of the Land Use Element and Economic Development Element of the Rialto General Plan:

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

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

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

ENVIRONMENTAL IMPACT:

California Environmental Quality Act

The applicant engaged Kimley-Horn and Associates to prepare an Initial Study (Environmental

Assessment Review No. 2022-0058) for the project in accordance with the requirements of the California Environmental Quality Act (CEQA). The Initial Study is an attachment to the agenda report (**Exhibit I**). Based on the findings and recommended mitigation within the Initial Study, staff determined that the project will not have an adverse impact on the environment and prepared a Mitigated Negative Declaration. Although the Initial Study indicates that the project could present a significant effect with respect to Air Quality, Biological Resources, Cultural Resources, Geological Resources, Hazards and Hazardous Materials, and Tribal Cultural Resources, any potential impacts will be mitigated through the implementation of the mitigation measures included within the Mitigation Monitoring and Reporting Program (**Exhibit J**).

The Planning Division published a Notice of Intent to adopt the Mitigated Negative Declaration for the project in the *San Bernardino Sun* newspaper, mailed copies to all property owners within 1,000 feet of the project site. Staff also completed a Notice of Completion and distributed copies of the Initial Study to the State Clearinghouse. A thirty (30) day public comment period for the Mitigated Negative Declaration began on May 3, 2024 and ended on June 2, 2024. One comment letter from Department of Toxic Substances Control (DTSC) was received during the public comment period and all the provided recommendations have been incorporated into the project proposal.

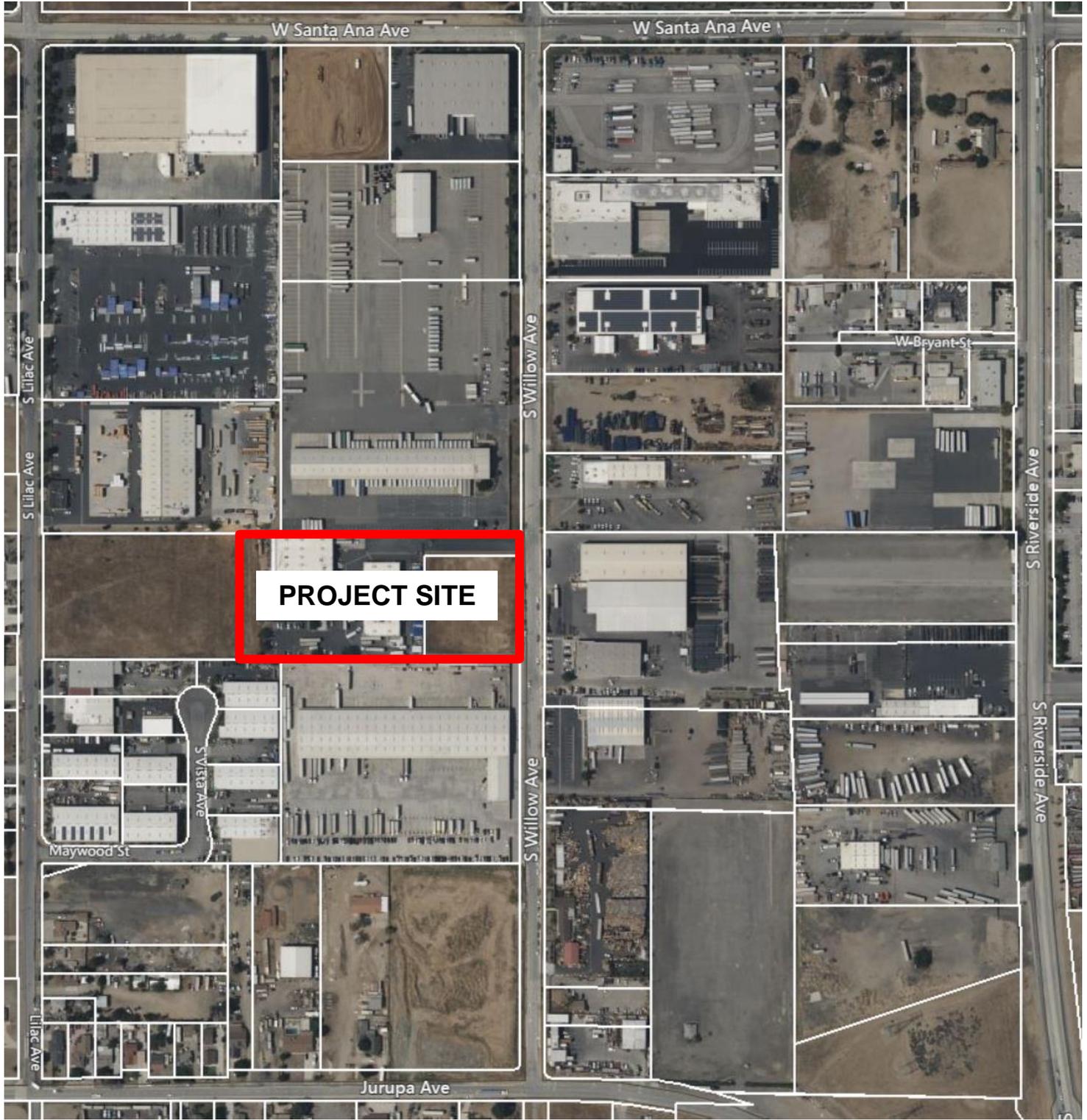
PUBLIC NOTICE:

Staff prepared a public hearing notice for the proposed project, published the public hearing notice 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 1,000 feet of the project site.

RECOMMENDATION:

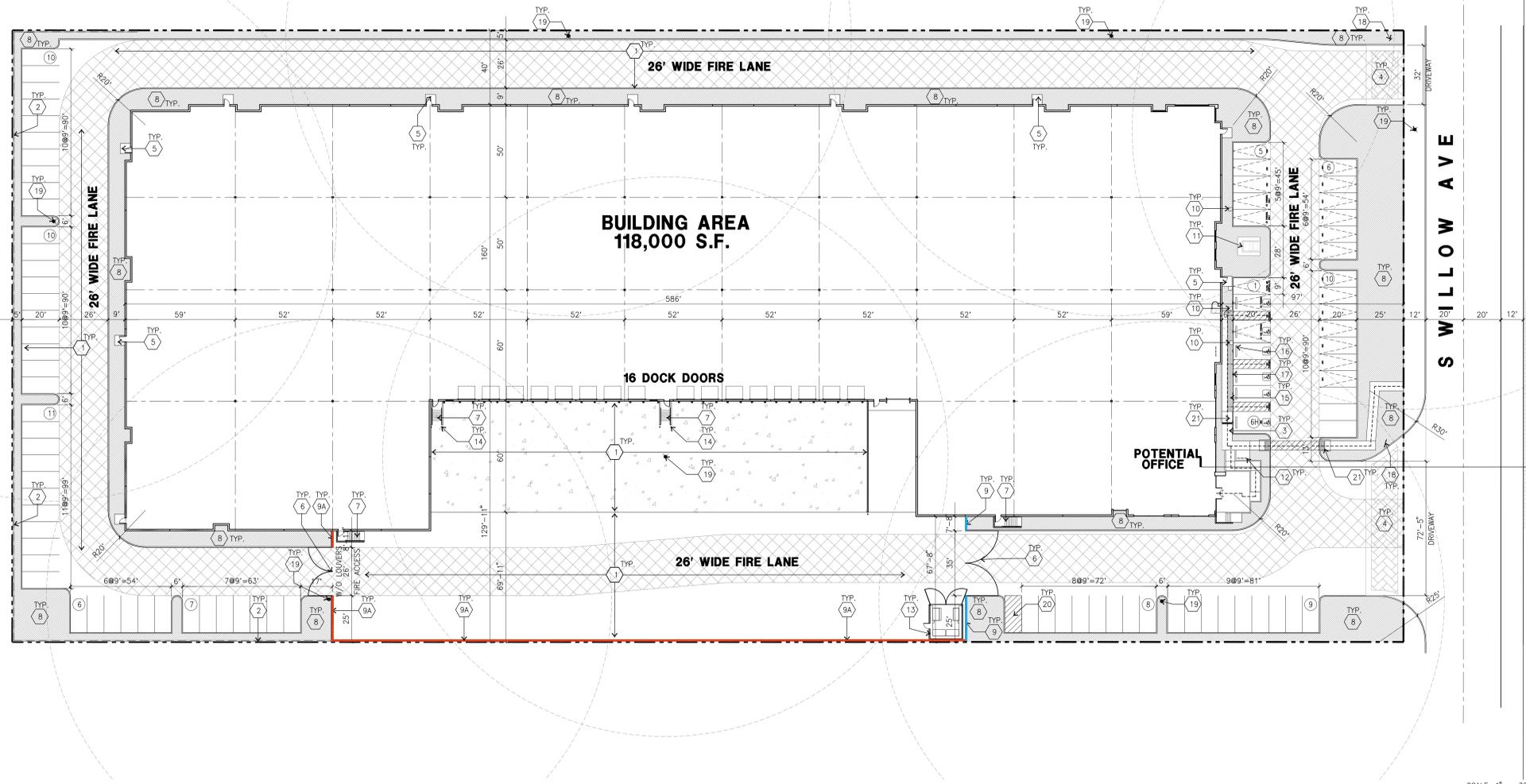
The Planning Division recommends that the Planning Commission:

1. Adopt the attached Resolution (**Exhibit K**) to approve a Mitigated Negative Declaration (Environmental Assessment Review No. 2022-0058) for the proposed project and authorize staff to file the attached Notice of Determination with the Clerk of the Board of San Bernardino County; and
2. Adopt the attached Resolution (**Exhibit L**) to approve Conditional Development Permit No. 2022-0036g, subject to the findings and conditions therein; and
3. Adopt the attached Resolution (**Exhibit M**) to approve Precise Plan of Design No. 2022-0060 subject to the findings and conditions therein.



Project Location Map





OVERALL SITE PLAN
 scale: 1" = 30'-0"
 SCALE: 1" = 30'-0"
 0 30' 60' 90'
 TRUE NORTH



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



Owner:
SCANNELL PROPERTIES #669, LLC
 8801 RIVER CROSSING BLVD.
 SUITE 300
 INDIANAPOLIS, IN 46240
 tel: (469) 506.8594

Project:
 2720 S WILLOW AVENUE

2720 S WILLOW AVE,
 RIALTO, CA 92316

Consultants:
 Civil: THIENES ENG. INC.
 Structural: -
 Mechanical: -
 Plumbing: -
 Electrical: -
 Landscape: HUNTER LANDSCAPE
 Fire Protection: -
 Soils Engineer: GP, INC.

Title: **OVERALL SITE PLAN**
 Project Number: 22082
 Drawn by: CW
 Date: 06/30/23
 Revision:
 PLAN REVIEW 06/30/23
 PLAN REVIEW 08/18/23
 PLAN REVIEW 02/07/24

Sheet:

DAB-A1.1

PROJECT INFORMATION

Owner / Applicant
 SCANNELL PROPERTIES #669, LLC
 8801 RIVER CROSSING BLVD, SUITE 300
 INDIANAPOLIS, IN 46240
 PHONE: 619.931.9144
 CONTACT: JAY TANJUAN

Project Address
 2720 S WILLOW AVE, RIALTO, CA 92316

Applicant's Representative
 HPA, INC.
 18831 BARDEEN AVE. STE 100
 IRVINE, CA 92612
 PHONE: 714.643.0820
 CONTACT: CELIO COSIO

Code Analysis
 2022 CALIFORNIA BUILDING CODE
 2022 CALIFORNIA PLUMBING CODE
 2022 CALIFORNIA MECHANICAL CODE
 2022 CALIFORNIA ELECTRICAL CODE
 2022 CALIFORNIA FIRE CODE
 2022 CALIFORNIA ENERGY CODE
 2022 CALIFORNIA GREEN BUILDING STANDARDS

Construction Type
 CONCRETE TILT-UP BUILDING
 BUILDING OCCUPANCY: S-1/B
 CONSTRUCTION TYPE: II-B
 FIRE SPRINKLER: ESFR SYSTEM

Assessors Parcel Number
 0258-171-57-0-000
 0258-171-31-0-000

Zoning
 (THE FOLLOWING ZONE DESIGNATIONS ARE PER CITY OF RIALTO COMUNITY DEVELOPMENT DEPARTMENT / PLANNING DIVISION)
 GENERAL PLAN DESIGNATION: GENERAL INDUSTRIAL, SPECIFIC PLAN OVERLAY
 ZONE DESIGNATION: AGUA MANSA INDUSTRIAL CORRIDOR SPECIFIC PLAN
 AMIC-SF LAND USE: H IND - HEAVY INDUSTRIAL

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
 PARCEL 2 OF CERTIFICATE OF COMPLIANCE NO. 2017-0008, AS EVIDENCED BY DOCUMENT RECORDED AUGUST 8, 2017 AS INSTRUMENT NO. 2017-0021837 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 PARCEL 2 OF PARCEL MAP NO. 11918, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO STATE OF CALIFORNIA, AS PER MAP RECORDED IN JUNE 29, 1989 AS BOOK 138, PAGES 78 AND 79 OF PARCEL MAPS, RECORDS OF SAID COUNTY.
 TOGETHER WITH THE EASTERLY 80.00 FEET OF PARCEL 1 OF SAID PARCEL MAP NO. 11918.
 TOGETHER WITH PARCEL 3 OF PARCEL MAP NO. 11918, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO STATE OF CALIFORNIA, AS PER MAP RECORDED IN JUNE 29, 1989 AS BOOK 138, PAGES 78 AND 79 OF RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

UTILITY PURVEYORS

TELEPHONE: AT&T
 1452 EDINGER AVE., 3RD FLR.
 TUSTIN, CA 92780
 PHONE: 951.470.5034

GAS: SOUTHERN CALIFORNIA GAS COMPANY
 1981 W LUGONIA AVENUE., PO BOX 3003
 REDLANDS, CA 92374
 PHONE: 909.335.7797

ELECTRIC: SOUTHERN CALIFORNIA EDISON
 17777 CENTER COURT DRIVE NORTH,
 8TH FLOOR,
 CERRITOS, CA 90703
 PHONE: 562.667.0325

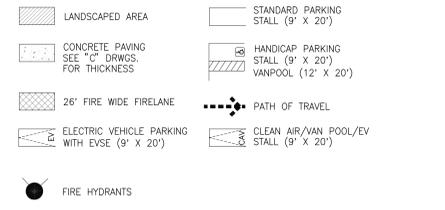
SEWER: CITY OF RIALTO, SEWER
 437 N. RIVERSIDE AVE
 RIALTO, CA 92376
 (909) 301-9837

WATER: WEST VALLEY WATER DISTRICT
 855 W BASELINE ROAD
 RIALTO, CA 92377
 PHONE: 909.875.1804

SITE PLAN KEYNOTES

- 1 HEAVY BROOM FINISH CONC. PAVEMENT.
- 2 PROPOSED RETAINING WALL. SEE CIVIL DRAWING.
- 3 CONCRETE WALKWAY
- 4 DECORATIVE DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" DRAWINGS.
- 5 6"-6"x5"-6"x4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" - 1/2" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
- 6 8"x4" STEEL GATES, MANUAL OPERATED. EAST GATES WILL BE LOWERED, SEE DETAIL P/DAB-A4.1. WEST GATES WILL BE NON-LOWERED, SEE DETAIL O/DAB-A4.1. INSTALL KNOX BOX LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
- 7 EXTERIOR CONC. STAIR.
- 8 LANDSCAPE. SEE "L" DWGS.
- 9 14"H CONCRETE TILT-UP SCREEN WALL WITH PILASTERS AT EVERY 70' AND AT ALL CORNERS OF THE WALL.
- 9A 8' HIGH STEEL FENCE
- 10 2X2 EV CONDUIT CONCRETE PAD.
- 11 APPROXIMATE LOCATION OF TRANSFORMER.
- 12 BIKE RACK.
- 13 TRASH ENCLOSURE
- 14 CONCRETE FILLED GUARD POST 76 DIA. U.N.O. 42" H.
- 15 TRUNCATED DOME.
- 16 PRE-CAST CONCRETE WHEEL STOP.
- 17 ACCESSIBLE PARKING STALL SIGN.
- 18 ACCESSIBLE ENTRY SIGN.
- 19 FIRE HYDRANT. SEE CIVIL DRAWINGS
- 20 AUTOMOBILE TURNAROUND STALL WITH "NO PARKING" PAVEMENT MARKINGS.
- 21 CONCRETE CURB RAMP.

SITE LEGEND



FENCE/WALL LEGEND



SITE PLAN GENERAL NOTES

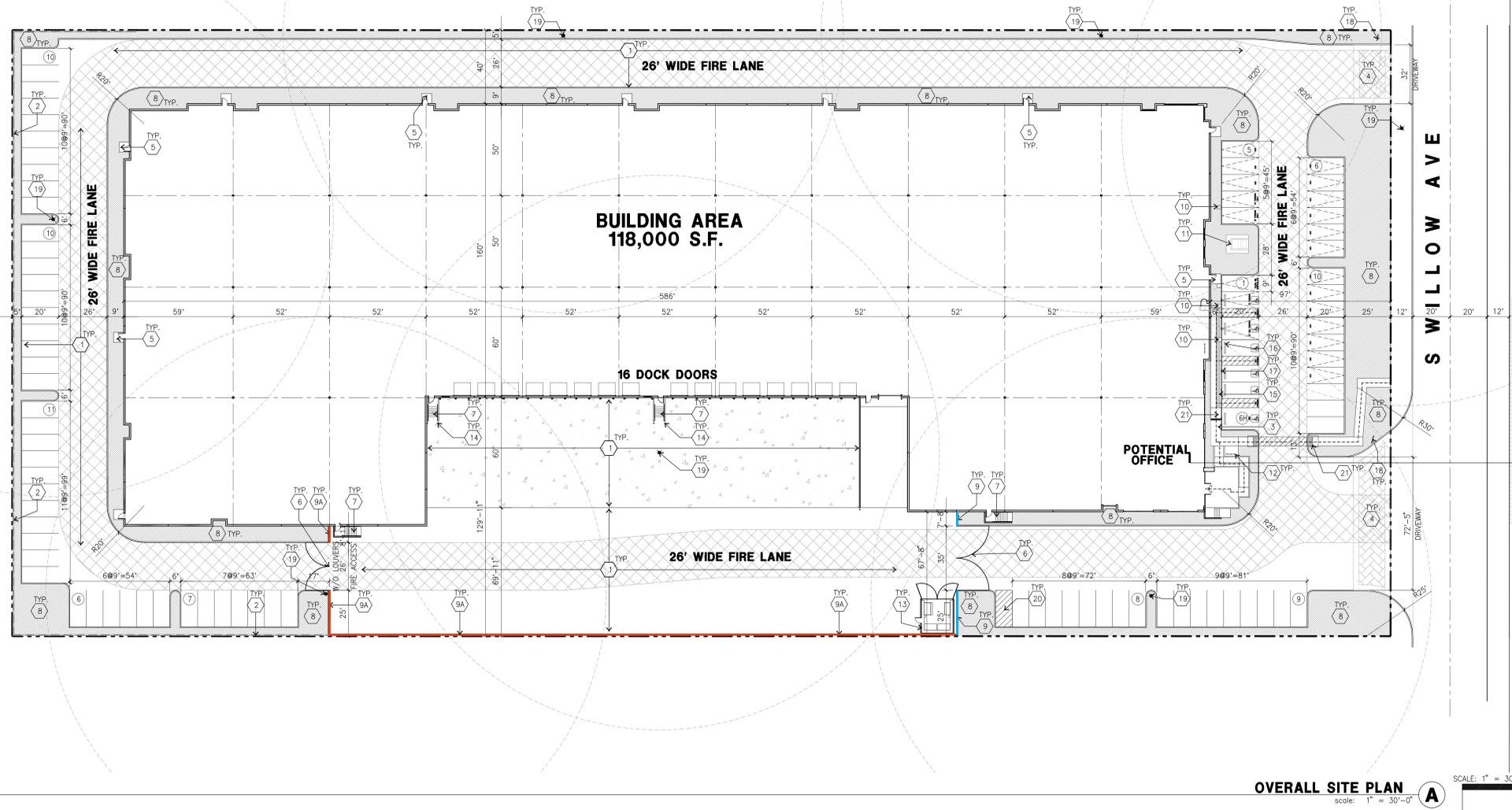
1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: GEOTECHNICAL PROFESSIONALS, INC. DATED JUNE 17, 2022
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE CIVIL PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE CIVIL DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 8' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12" EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
16. RECESSED KNOX BOXES WILL BE INSTALLED NEAR THE ENTRY GATE AND NEAR THE MAIN ENTRANCE TO THE BUILDING/UNITS.
17. SURVEILLANCE CAMERAS WILL BE INSTALLED ON-SITE, IN ACCORDANCE WITH THE REQUIREMENT OF THE RIALTO POLICE DEPARTMENT. ALL OUTDOOR STORAGE USES SHALL BE SECURED AND INCORPORATE SECURITY CAMERAS THAT ARE CONNECTED TO THE CITY'S ENFORCEMENT SYSTEM TO THE SATISFACTION OF THE POLICE CHIEF.

AERIAL MAP



TABULATION

SITE AREA	
In s.f.	245,179 s.f.
In acres	5.63 ac
BUILDING AREA	
Office 1st Floor	3,500 s.f.
Office 2nd Floor	3,500 s.f.
Warehouse	111,000 s.f.
TOTAL	118,000 s.f.
COVERAGE	46.7%
AUTO PARKING REQUIRED	
Office: 1/300 s.f.	24 stalls
Whse: 1st 10K @ 1/1,000 s.f.	10 stalls
above 10K @ 1/2,000 s.f.	51 stalls
TOTAL	85 stalls
AUTO PARKING PROVIDED	
Standard (9' x 20')	64 stalls
Standard Accessible (9' x 20')	3 stalls
VAN Accessible (12' x 20')	1 stalls
EV Capable (9' x 20')	17 stalls
EVSE Parking Stall (9' x 20')	2 stalls
EVSE VAN Accessible (12' x 20')	1 stalls
EVSE Accessible (9' x 20')	1 stalls
TOTAL	89 stalls
ZONING ORDINANCE FOR CITY	
Heavy Industrial (H-IND) zone of the Agua Mansa Industrial Corridor Specific Plan	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 45'	
MAXIMUM LOT COVERAGE	
Coverage - 50%	
MAXIMUM FLOOR AREA RATIO	
FAR - to be verified	
LANDSCAPE PROVIDED	
In s.f.	25,574 s.f.
SETBACKS	
Building	Landscape
Front - 25'	25'
Side - 15'	
Rear - 20'	



OVERALL SITE PLAN
 scale: 1" = 30'-0"
 SCALE: 1" = 30'-0"
 0 30' 60' 90'
 TRUE NORTH



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



Owner:
SCANNELL PROPERTIES #669, LLC
 8801 RIVER CROSSING BLVD.
 SUITE 300
 INDIANAPOLIS, IN 46240
 tel: (469) 506.8594

Project:
2720 S WILLOW AVENUE
 2720 S WILLOW AVE,
 RIALTO, CA 92316

Consultants:
 THIENES ENG. INC.
 Structural: -
 Mechanical: -
 Plumbing: -
 Electrical: -
 Landscape: HUNTER LANDSCAPE
 Fire Protection: -
 Soils Engineer: GP, INC.

Title: OVERALL SITE PLAN
 Project Number: 22082
 Drawn by: CW
 Date: 06/30/23
 Revision:
 PLAN REVIEW 06/30/23
 PLAN REVIEW 08/18/23
 PLAN REVIEW 02/07/24

Sheet:

DAB-A1.1

PROJECT INFORMATION

Owner / Applicant
 SCANNELL PROPERTIES #669, LLC
 8801 RIVER CROSSING BLVD, SUITE 300
 INDIANAPOLIS, IN 46240
 PHONE: 619.931.9144
 CONTACT: JAY TANJAU

Project Address
 2720 S WILLOW AVE, RIALTO, CA 92316

Applicant's Representative
 HPA, INC.
 18831 BARDEEN AVE, STE 100
 IRVINE, CA 92612
 PHONE: 714.643.0820
 CONTACT: CELIO COSIO

Code Analysis
 2022 CALIFORNIA BUILDING CODE
 2022 CALIFORNIA PLUMBING CODE
 2022 CALIFORNIA MECHANICAL CODE
 2022 CALIFORNIA ELECTRICAL CODE
 2022 CALIFORNIA FIRE CODE
 2022 CALIFORNIA ENERGY CODE
 2022 CALIFORNIA GREEN BUILDING STANDARDS

Construction Type
 CONCRETE TILT-UP BUILDING
 BUILDING OCCUPANCY: S-1/B
 CONSTRUCTION TYPE: II-B
 FIRE SPRINKLER: ESFR SYSTEM

Assessors Parcel Number
 0258-171-57-0-000
 0258-171-31-0-000

Zoning
 (THE FOLLOWING ZONE DESIGNATIONS ARE PER CITY OF RIALTO COMUNITY DEVELOPMENT DEPARTMENT / PLANNING DIVISION)
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 ZONE DESIGNATION: AGUA MANSA INDUSTRIAL CORRIDOR SPECIFIC PLAN
 AMIC-SF LAND USE: H IND - HEAVY INDUSTRIAL

LEGAL DESCRIPTION

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 PARCEL 2 OF CERTIFICATE OF COMPLIANCE NO. 2017-0008, AS EVIDENCED BY DOCUMENT RECORDED AUGUST 8, 2017 AS INSTRUMENT NO. 2017-0021837 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
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 TOGETHER WITH THE EASTERLY 80.00 FEET OF PARCEL 1 OF SAID PARCEL MAP NO. 11918.
 TOGETHER WITH PARCEL 3 OF PARCEL MAP NO. 11918, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO STATE OF CALIFORNIA, AS PER MAP RECORDED IN JUNE 29, 1989 AS BOOK 138, PAGES 78 AND 79 OF RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

UTILITY PURVEYORS

TELEPHONE: AT&T
 1452 EDINGER AVE., 3RD FLR.
 TUSTIN, CA 92780
 PHONE: 951.470.5034

GAS: SOUTHERN CALIFORNIA GAS COMPANY
 1981 W LUGONIA AVENUE., PO BOX 3003
 REDLANDS, CA 92374
 PHONE: 909.335.7797

ELECTRIC: SOUTHERN CALIFORNIA EDISON
 17777 CENTER COURT DRIVE NORTH,
 8TH FLOOR,
 CERRITOS, CA 90703
 PHONE: 562.667.0325

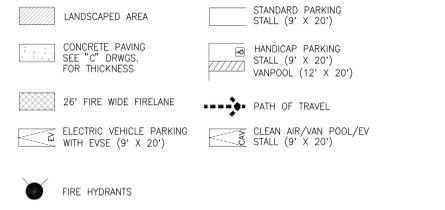
SEWER: CITY OF RIALTO, SEWER
 437 N. RIVERSIDE AVE
 RIALTO, CA 92376
 (909) 301-9837

WATER: WEST VALLEY WATER DISTRICT
 855 W BASELINE ROAD
 RIALTO, CA 92377
 PHONE: 909.875.1804

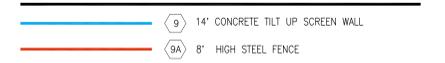
SITE PLAN KEYNOTES

- HEAVY BROOM FINISH CONC. PAVEMENT.
- PROPOSED RETAINING WALL. SEE CIVIL DRAWING.
- CONCRETE WALKWAY
- DECORATIVE DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" DRAWINGS.
- 5'-6"x5'-6"x4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" - 1/2" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
- 8"x4" STEEL GATES, MANUAL OPERATED. EAST GATES WILL BE LOWERED, SEE DETAIL P/DAB-A4.1. WEST GATES WILL BE NON-LOWERED, SEE DETAIL O/DAB-A4.1. INSTALL KNOX BOX LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
- EXTERIOR CONC. STAIR.
- LANDSCAPE. SEE "L" DWGS.
- 14"H CONCRETE TILT-UP SCREEN WALL WITH PILASTERS AT EVERY 70' AND AT ALL CORNERS OF THE WALL.
- 8' HIGH STEEL FENCE.
- 2X2 EV CONDUIT CONCRETE PAD.
- APPROXIMATE LOCATION OF TRANSFORMER.
- BIKE RACK.
- TRASH ENCLOSURE
- CONCRETE FILLED GUARD POST 76 DIA. U.N.O. 42" H.
- TRUNCATED DOME.
- PRE-CAST CONCRETE WHEEL STOP.
- ACCESSIBLE PARKING STALL SIGN.
- ACCESSIBLE ENTRY SIGN.
- FIRE HYDRANT. SEE CIVIL DRAWINGS
- AUTOMOBILE TURNAROUND STALL WITH "NO PARKING" PAVEMENT MARKINGS.
- CONCRETE CURB RAMP.

SITE LEGEND



FENCE/WALL LEGEND



SITE PLAN GENERAL NOTES

- THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: GEOTECHNICAL PROFESSIONALS, INC. DATED JUNE 17, 2022
- IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
- ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
- SEE CIVIL PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
- THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
- SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
- SEE CIVIL DRAWINGS FOR FINISH GRADE ELEVATIONS.
- CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 8' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12" EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
- PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
- PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
- ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
- LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
- RECESSED KNOX BOXES WILL BE INSTALLED NEAR THE ENTRY GATE AND NEAR THE MAIN ENTRANCE TO THE BUILDING/UNITS.
- SURVEILLANCE CAMERAS WILL BE INSTALLED ON-SITE, IN ACCORDANCE WITH THE REQUIREMENT OF THE RIALTO POLICE DEPARTMENT. ALL OUTDOOR STORAGE USES SHALL BE SECURED AND INCORPORATE SECURITY CAMERAS THAT ARE CONNECTED TO THE CITY'S ENFORCEMENT SYSTEM TO THE SATISFACTION OF THE POLICE CHIEF.

AERIAL MAP



TABULATION

SITE AREA	
In s.f.	245,179 s.f.
In acres	5.63 ac
BUILDING AREA	
Office 1st Floor	3,500 s.f.
Office 2nd Floor	3,500 s.f.
Warehouse	111,000 s.f.
TOTAL	118,000 s.f.
COVERAGE	46.7%
AUTO PARKING REQUIRED	
Office: 1/300 s.f.	24 stalls
Whse: 1st 10K @ 1/1,000 s.f.	10 stalls
above 10K @ 1/2,000 s.f.	51 stalls
TOTAL	85 stalls
AUTO PARKING PROVIDED	
Standard (9' x 20')	64 stalls
Standard Accessible (9' x 20')	3 stalls
VAN Accessible (12' x 20')	1 stalls
EV Capable (9' x 20')	17 stalls
EVSE Parking Stall (9' x 20')	2 stalls
EVSE VAN Accessible (12' x 20')	1 stalls
EVSE Accessible (9' x 20')	1 stalls
TOTAL	89 stalls
ZONING ORDINANCE FOR CITY	
Heavy Industrial (H-IND) zone of the Agua Mansa Industrial Corridor Specific Plan	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 45'	
MAXIMUM LOT COVERAGE	
Coverage - 50%	
MAXIMUM FLOOR AREA RATIO	
FAR - to be verified	
LANDSCAPE PROVIDED	
In s.f.	25,574 s.f.
SETBACKS	
Building	Landscape
Front - 25'	25'
Side - 15'	
Rear - 20'	

EXHIBIT "A"

MERGER
LEGAL DESCRIPTION

PARCEL 2 OF CERTIFICATE OF COMPLIANCE NO. 2017-0009, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS EVIDENCED BY DOCUMENT RECORDED AUGUST 8, 2017 AS INSTRUMENT NO. 2017-0321637 OF OFFICIAL RECORDS OF SAID COUNTY, TOGETHER WITH PARCEL 3 OF PARCEL MAP NO. 11918, IN SAID CITY, COUNTY AND STATE, AS PER MAP FILED JUNE 29, 1989 IN BOOK 139, PAGES 78 AND 79, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

CONTAINING: 5.644 ACRES, MORE OR LESS.

EXHIBIT "B" ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

SUBJECT TO: COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, EASEMENTS AND RIGHTS-OF-WAY, IF ANY.

Last Update: 10/3/23
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Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

SURVEYOR:

PREPARED UNDER THE DIRECTION OF:

Naveen K. Gali 10/03/23
NAVEEN K. GALI DATE
P.L.S. NO. 9123
REG. EXP. SEPT. 30, 2024



EXHIBIT "B"

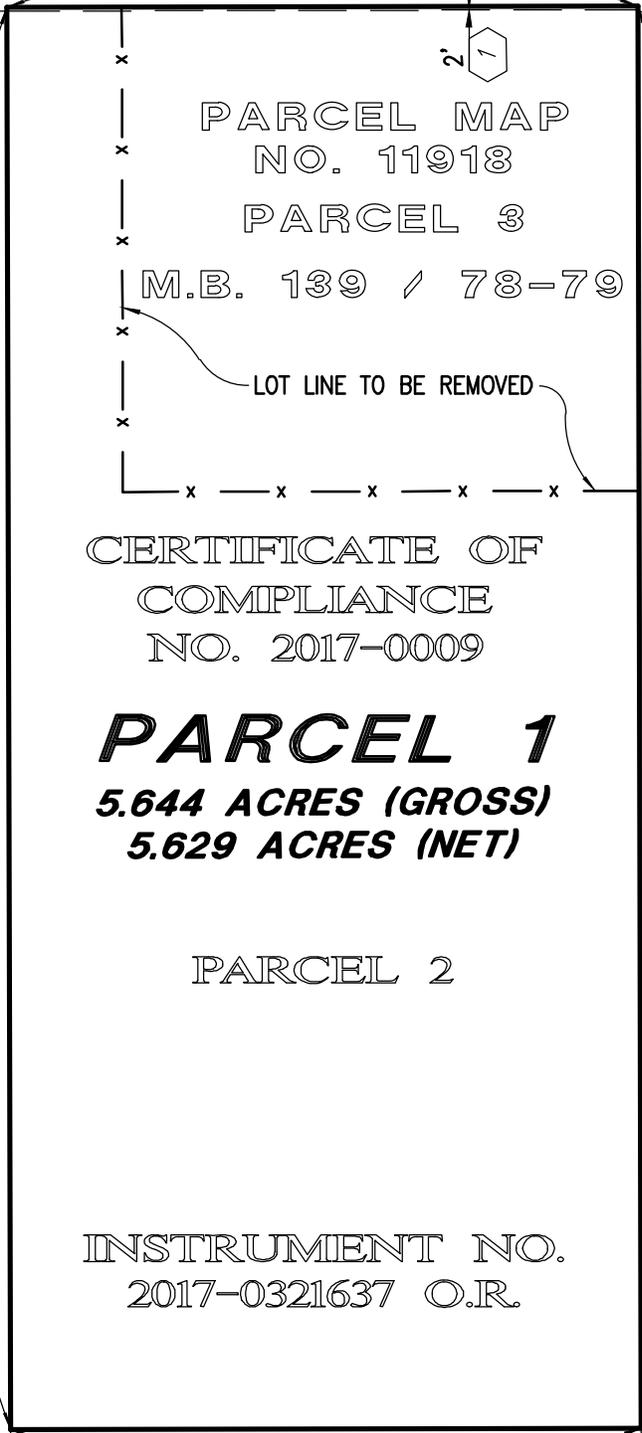


MERGER
PLAT

WILLOW

N 0°07'44" W
(BASIS OF BEARINGS)
N 0°07'44" W 330.00'

AVENUE



PARCEL MAP
NO. 11918

PARCEL 3

M.B. 139 / 78-79

LOT LINE TO BE REMOVED

CERTIFICATE OF
COMPLIANCE
NO. 2017-0009

PARCEL 1
5.644 ACRES (GROSS)
5.629 ACRES (NET)

PARCEL 2

INSTRUMENT NO.
2017-0321637 O.R.

N 0°07'44" W 330.00'

EASEMENT NOTES:



EASEMENT FOR PUBLIC ROAD USE
DEDICATED TO AND ACCEPTED BY THE
CITY OF RIALTO PER PARCEL MAP NO.
11918, P.M.B. 139 / 78-79

BASIS OF BEARINGS:

BEING THE CENTERLINE OF WILLOW AVENUE,
SHOWN AS N 00°07'44" W PER PARCEL
MAP NO. 11918, P.M.B. 139 / 78-79.

LEGEND:

- x — INDICATES LOT LINES TO BE REMOVED
- — INDICATES PROPOSED LOT LINES
CONTAINS: 5.644 AC±

SURVEYOR:

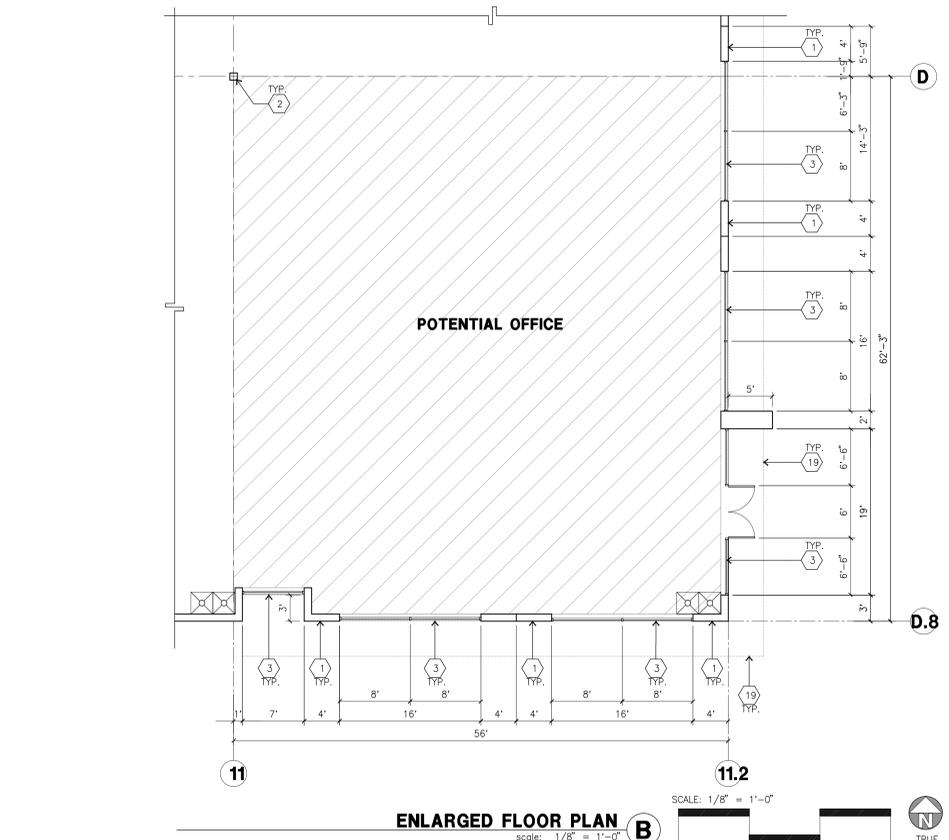
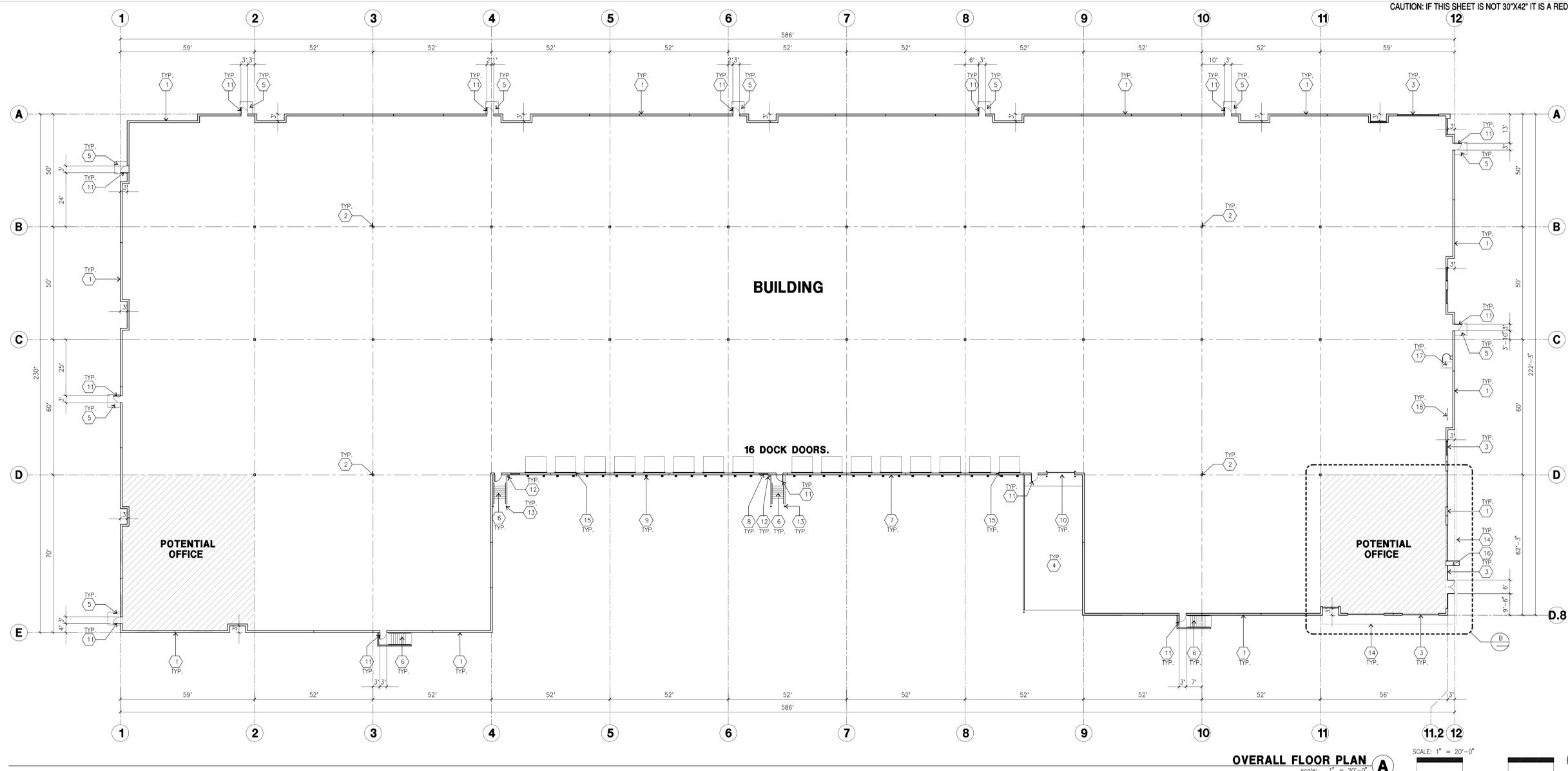
PREPARED UNDER THE DIRECTION OF:

Naureen Gali 10/03/23
 NAVEEN K. GALI DATE
 P.L.S. NO. 9123
 REG. EXP. SEPT. 30, 2024



Last Update: 10/3/23
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FLOOR PLAN KEYNOTES

- 1 CONCRETE TILT-UP PANEL.
- 2 STRUCTURAL STEEL COLUMN.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING.
- 4 CONCRETE RAMP W/ 4" HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP.
- 5 5'-6"x5'-6"x4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH.
- 6 EXTERIOR CONCRETE STAIR WITH GUARDRAILS AND HANDRAILS.
- 7 9' X 10' TRUCK DOOR, SECTIONAL O.H., STANDARD GRADE.
- 8 LOUVERED OPENING FOR VENTILATION.
- 9 DOCK DOOR BUMPER TYPICAL.
- 10 12' X 14' DRIVE THRU. SECTIONAL O.H., STANDARD GRADE.
- 11 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR.
- 12 EXTERIOR DOWN SPOUTS W/ 2 OVERFLOW SCUPPERS.
- 13 CONC. FILLED GUARD POST. 6" DIA. U.N.O. 42"H.
- 14 TUBE STEEL CANOPY.
- 15 Z GUARD.
- 16 RECESSED KNOX BOX 5' HIGH FROM FINISH SURFACE. PER FIRE DEPARTMENT STANDARD.
- 17 ROOF ACCESS LADDER.
- 18 INTERIOR LONG-TERM BIKE RACK.

FLOOR PLAN GENERAL NOTES

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT APPROXIMATELY 122' O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
2. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
3. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
4. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
5. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
6. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRID LINE, OR FACE OF STUD U.N.O.
7. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
8. ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
9. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
10. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE.
11. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
12. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
13. NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR VIEW, SEE A/A4.1 OFFICE SECTION.
14. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW, SEE A/A4.1 OFFICE SECTION.
15. PROVIDE FIRE RATED PANEL JOINTS AND CAULKING AT ALL OPENINGS ON 3HR FIRE RATED WALL. SEE A DRAWING FOR LOCATIONS.
16. PROVIDE FIRE EXTINGUISHERS PER FIRE MARSHALL.

FLOOR SLAB & POUR STRIPS REQ.

- THESE NOTES ARE VERY MIN. REQUIREMENT. SEE "S" DWGS FOR ADDITIONAL REQUIREMENTS
1. FLOOR COMPACTION - 95%
 2. TRENCH COMPACTION - 90%
 3. BUILDING FLOOR SLAB: SEE STRUCTURAL DRAWINGS.
 4. CONTRACTOR TO BUILD FOR CLASS V FLOOR PER A.C.I. 302-IR-96
 5. CONCRETE SLAB TO HAVE STEEL FLOAT HARD TROWEL, BURNISHED FINISH.
 6. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLINE FOR 7 DAYS MIN.
 7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DIAPERED.
 8. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB.
 9. SLAB TO BE FF50 FL3S MEASURED WITHIN 24 HOURS.
 10. NO FLY ASH IN THE CONCRETE
 11. WHERE [Hatched Area] INDICATED, PROVIDE VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER GEOTECHNICAL PROFESSIONALS, INC. RECOMMENDATION.
 12. SEAL CONCRETE SLAB W/ "LIPODILITH" SEALER
 13. 10' POUR STRIP AT TRUCK DOOR. 4FT. MAX. ELSEWHERE.
 14. ALL FLOOR SLAB NAIL OR BRACE FRAME HOLES FILLED WITH APPROVED 2 PART EPOXY COMPOUND TO MATCH CONCRETE COLOR. PEGA BOND LV 2000, BURKE EPOXY INJECTION RESIN OR EQUAL.
 15. PROVIDE FIRE EXTINGUISHERS PER FIRE DEPARTMENT REQUIREMENT.
 16. MM-80 AT SPEED BAY ONLY

NOTE:
ALL FIRE RISER AND UNPROTECTED ROOF DRAIN TO RECEIVE TO PROTECTIVE BOLLARDS.



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



Owner:
SCANNELL PROPERTIES #669, LLC
8801 RIVER CROSSING BLVD.

SUITE 300
INDIANAPOLIS, IN 46240
tel: (469) 506.8594

Project:
2720 S WILLOW AVENUE

2720 S WILLOW AVE,
RIALTO, CA 92316

Consultants:

Civil:	THIENES ENG. INC.
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	HUNTER LANDSCAPE
Fire Protection:	-
Soils Engineer:	GP, INC.

Title: **OVERALL FLOOR PLAN**

Project Number:	22082
Drawn by:	CW
Date:	06/30/23
Revision:	
PLAN REVIEW	06/30/23
PLAN REVIEW	08/18/23
PLAN REVIEW	02/07/24

Sheet:

DAB-A2.1



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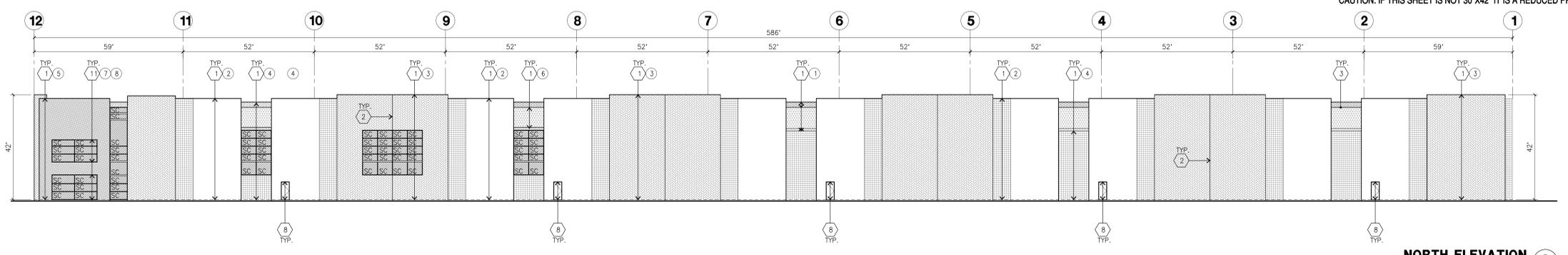
Consultants:
Civil: THIENES ENG. INC.
Structural: -
Mechanical: -
Plumbing: -
Electrical: -
Landscape: HUNTER LANDSCAPE
Fire Protection: -
Soils Engineer: GP, INC.

Title: ELEVATION

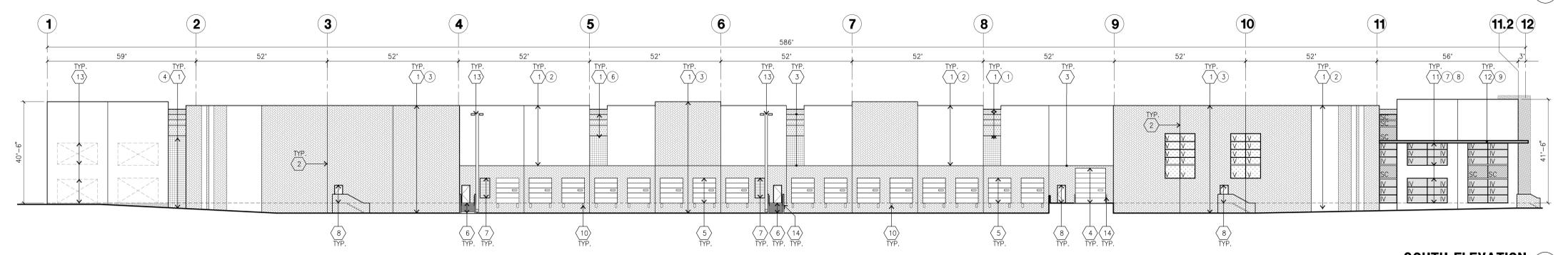
Project Number: 22082
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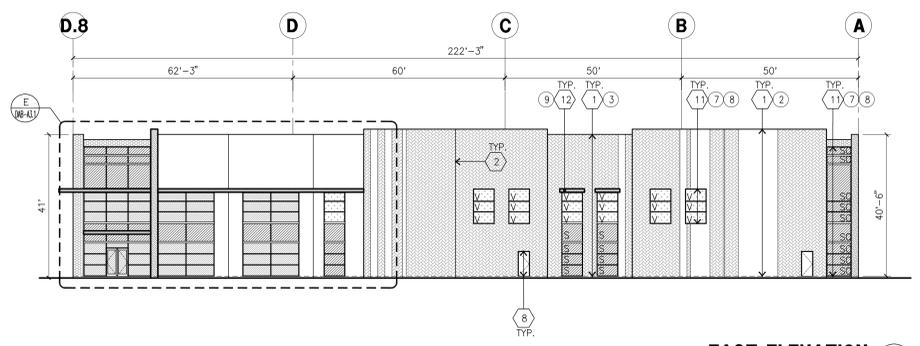
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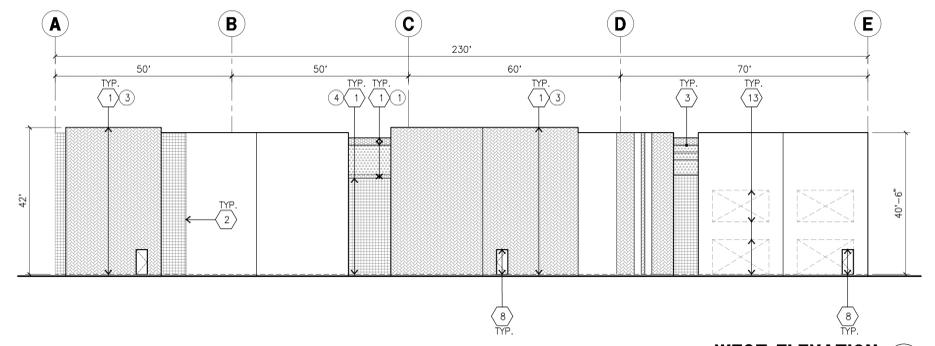
NORTH ELEVATION A
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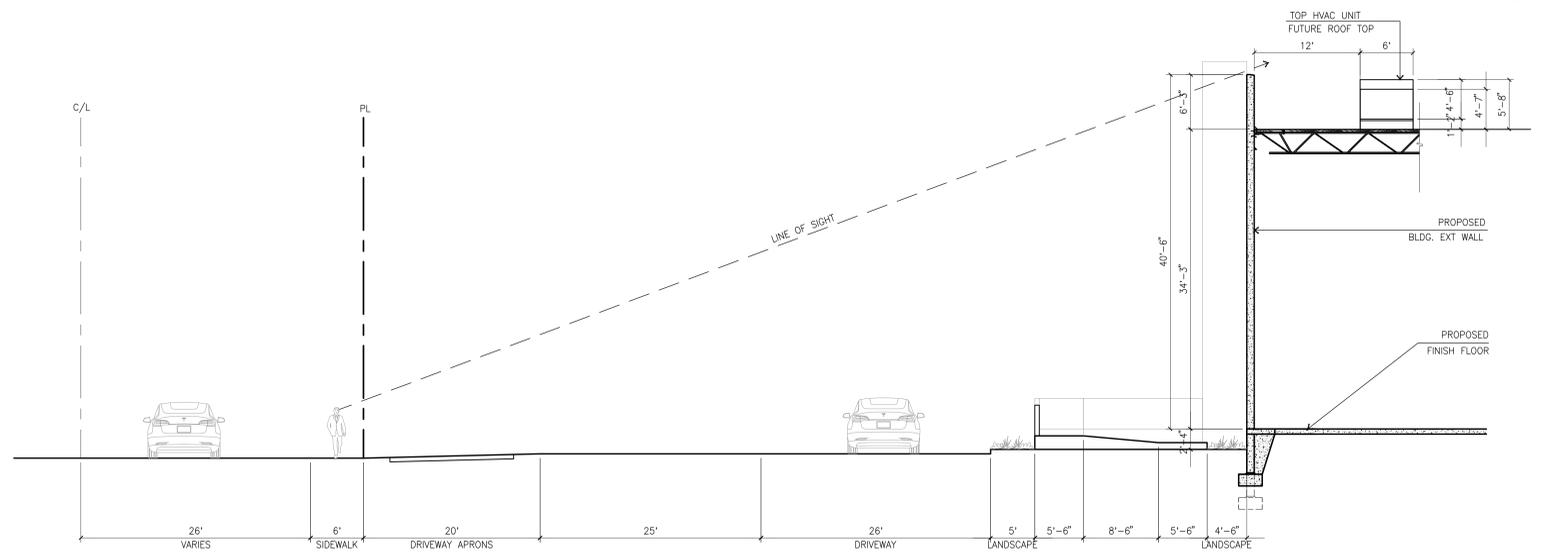
SOUTH ELEVATION B
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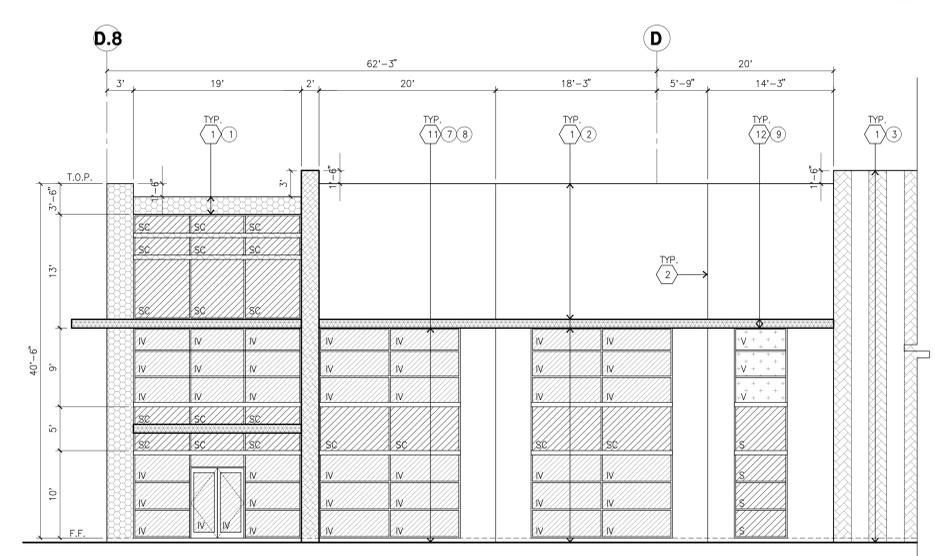
EAST ELEVATION D
scale: 1" = 20'-0"



WEST ELEVATION C
scale: 1" = 20'-0"



SITE SECTION F
scale: 1/8" = 1'-0"



ENLARGED EAST ELEVATION E
scale: 1/8" = 1'-0"

ELEVATION KEYNOTES

- 1 CONCRETE TILT-UP PANEL.
- 2 PANEL JOINT.
- 3 PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
- 4 12" X 14" OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 5 9" X 10" OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 6 CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
- 7 4" X 8" METAL LOUVER OPENING FOR VENTILATION. PAINT TO MATCH BUILDING COLOR.
- 8 HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPPING ALL AROUND DOOR.
- 9 ROOF LINE BEYOND.
- 10 DOCK DOOR BUMPER TYPICAL.
- 11 ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
- 12 METAL CANOPY.
- 13 EXTERIOR DOWN SPOUTS W/ 2 OVERFLOW SCUPPERS.
- 14 CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 42"H.

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. T.O.P. EL. = TOP OF PARAPET ELEVATION.
4. F.F. = FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST - MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
8. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATHE. PROVIDE 1" DIAMETER HOLES AT CONCRETE WALL.
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.
11. ALL ROLL-UP DOORS AND SERVICE DOORS TO BE PAINTED TO MATCH BUILDING COLOR.

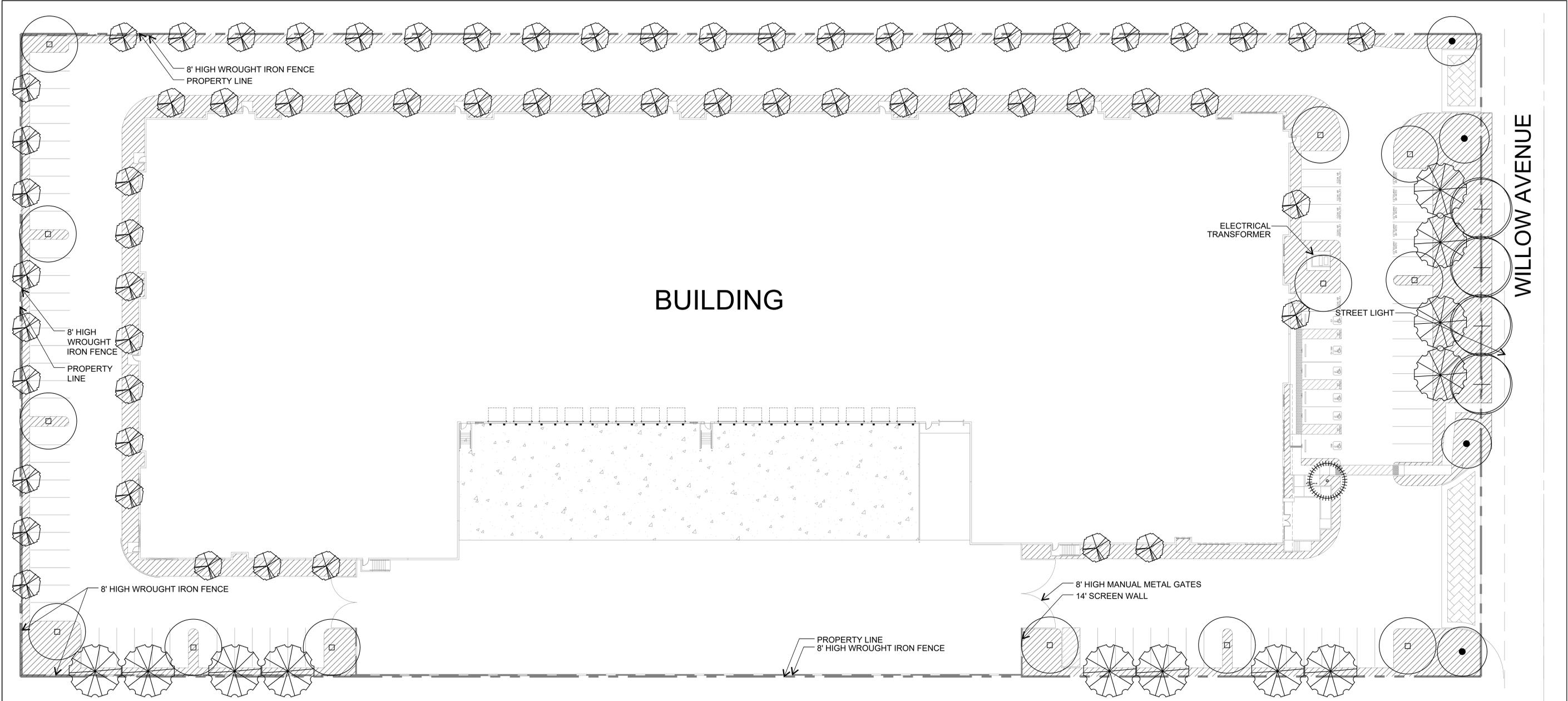
ELEVATION COLOR LEGEND/SCHED.

- 1 PAINT. COLOR : SW 7005 PURE WHITE (255-C1)
- 2 PAINT. COLOR : SW 7071 GRAY SCREEN (235-C1)
- 3 PAINT. COLOR : 9162 AFRICAN GRAY (235-C4)
- 4 PAINT. COLOR : 7074 SOFTWARE (235-C5)
- 5 PAINT. COLOR : 7075 WEB GRAY (235-C6)
- 6 SW 6531 INDIGO (178-C7)
- 7 GLAZING COLOR : BLUE GLASS
- 8 MULLIONS COLOR : CLEAR ANODIZED ALUMINUM
- 9 METAL CANOPY: METAL CANOPY WITH PAINT 1

GLAZING LEGEND

- NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.
- IV INSULATED VISION GLASS
 - SC SPANDREL GLASS WITH CONCRETE BEHIND
 - S SPANDREL GLASS
 - VL SINGLE LITE VISION GLASS
- IV : INSULATED VISION GLASS
1/4" VISTACOOL PACIFICA + 1/4" SOLARBAN 60 CLEAR
1/4" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: 0.27 SHGC: 0.21 VLT: 28%
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B
- SC : SPANDREL WITH CONCRETE BEHIND
1/4" VISTACOOL PACIFICA WITH HARMONY BLUE OPACICOAT PAINTED ON REFLECTIVE. INSTALLED ON CONCRETE.
- V : VISION GLASS
1/4" VISTACOOL PACIFICA
MULLIONS : ANODIZED CLEAR.





PLANTING LEGEND

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
●	Cercidium 'Desert Museum' Blue Palo Verde	36" Box	4	L	Multi
⊙	Chilopsis linearis Desert Willow	24" Box	1	L	Multi
⊙	Chitalpa tashkentensis Chitalpa	24" Box	15	L	Standard
⊙	Rhus lancea African Sumac	24" Box	13	L	Standard
⊙	Tristania conferta Brisbane Box	15 Gal	63	M	Standard
⊕	Pistacia chinensis Chinese Pistache	24" Box	4	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING
▨	Acacia sellowiana Pineapple Gauva	5 Gal	0	M	3' OC 2' from hardscape
▨	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	0	M	3' OC 2' from hardscape
▨	Cassia phyllodenia Silverleaf Cassia	5 Gal	0	L	4' OC 2.5' from hardscape
▨	Dietes bicolor Fortnight Lily	5 Gal	0	M	3' OC 2' from hardscape
▨	Ligustrum J. Texanum Texas Privet	5 Gal	0	M	3' OC 2' from hardscape
▨	Muhlenbergia capillaris Pink Muhly	5 Gal	0	M	3' OC 2' from hardscape
▨	Muhlenbergia rigens Deer Grass	5 Gal	0	M	4' OC 2.5' from hardscape
▨	Rhaphiolepis i. 'Clara' Indian Hawthorn	5 Gal	0	M	3' OC 2' from hardscape
▨	Rhaphiolepis i. 'Springtime' Indian Hawthorn	5 Gal	0	M	3' OC 2' from hardscape
▨	Salvia leucantha Mexican Sage	5 Gal	0	L	3' OC 2' from hardscape
▨	Westringia fruticosa Coast Rosemary	5 Gal	0	L	5' OC 3' from hardscape
▨	Westringia f. 'Grey Box' Dwarf Coast Rosemary	5 Gal	0	L	3' OC 2' from hardscape

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
▨	Carissa m. 'Green Carpet' Prostrate Natal Plum	1 Gal	36" O.C.	M	
▨	Lantana 'Gold Mound' Yellow Lantana	1 Gal	36" O.C.	L	
▨	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
▨	Trachelospermum jasminoides Star Jasmine	1 Gal	24" O.C.	M	



2720 S. Willow Ave

22-091
07.28.22 04.22.23
10.14.22 08.11.23
12.13.22 01.30.24

Rialto, California



HUNTER LANDSCAPE

711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408



Focused Traffic Study

for:

2720 S Willow Avenue Warehouse Project

In the City of Rialto

November 2023

Kimley»»Horn

**FOCUSED TRAFFIC STUDY
FOR THE PROPOSED
2720 S WILLOW AVENUE WAREHOUSE PROJECT
IN THE CITY OF RIALTO**

Prepared by:

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November 2023

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- APPENDIX A: APPROVED SCOPING AGREEMENT
- APPENDIX B: TRAFFIC COUNT DATA SHEETS
- APPENDIX C: INTERSECTION ANALYSIS WORKSHEETS
- APPENDIX D: ADT COUNT DATA SHEETS

**FOCUSED TRAFFIC STUDY
FOR THE PROPOSED
2720 S WILLOW AVENUE WAREHOUSE PROJECT
IN THE CITY OF RIALTO**

I. INTRODUCTION

A. Purpose of the TIA and Study Objectives

This Focused Traffic Study has been prepared to address the traffic-related effects of the proposed 2720 S Willow Avenue Warehouse project in the City of Rialto.

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

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

The project will be evaluated for the following conditions:

- Existing Conditions
- Opening Year 2024
- Opening Year 2024 Plus Project

B. Site Plan Location and Study Area

The project site is located approximately 1,450 feet south of the intersection of Santa Ana Avenue and S Willow Avenue in the City of Rialto. The project site is located within the Agua Mansa Specific Plan. The project site is bounded by industrial buildings to the north and south, vacant land to the west, and S Willow Avenue to the east. The project site is shown in its regional setting on **Figure 1**. The project site is currently occupied by two industrial buildings totaling approximately 42,444 square feet and vacant land. The project will involve the demolition of the two existing industrial buildings and the construction of a 118,000 square-foot (SF) industrial building. A copy of the project site plan is provided on **Figure 2**.



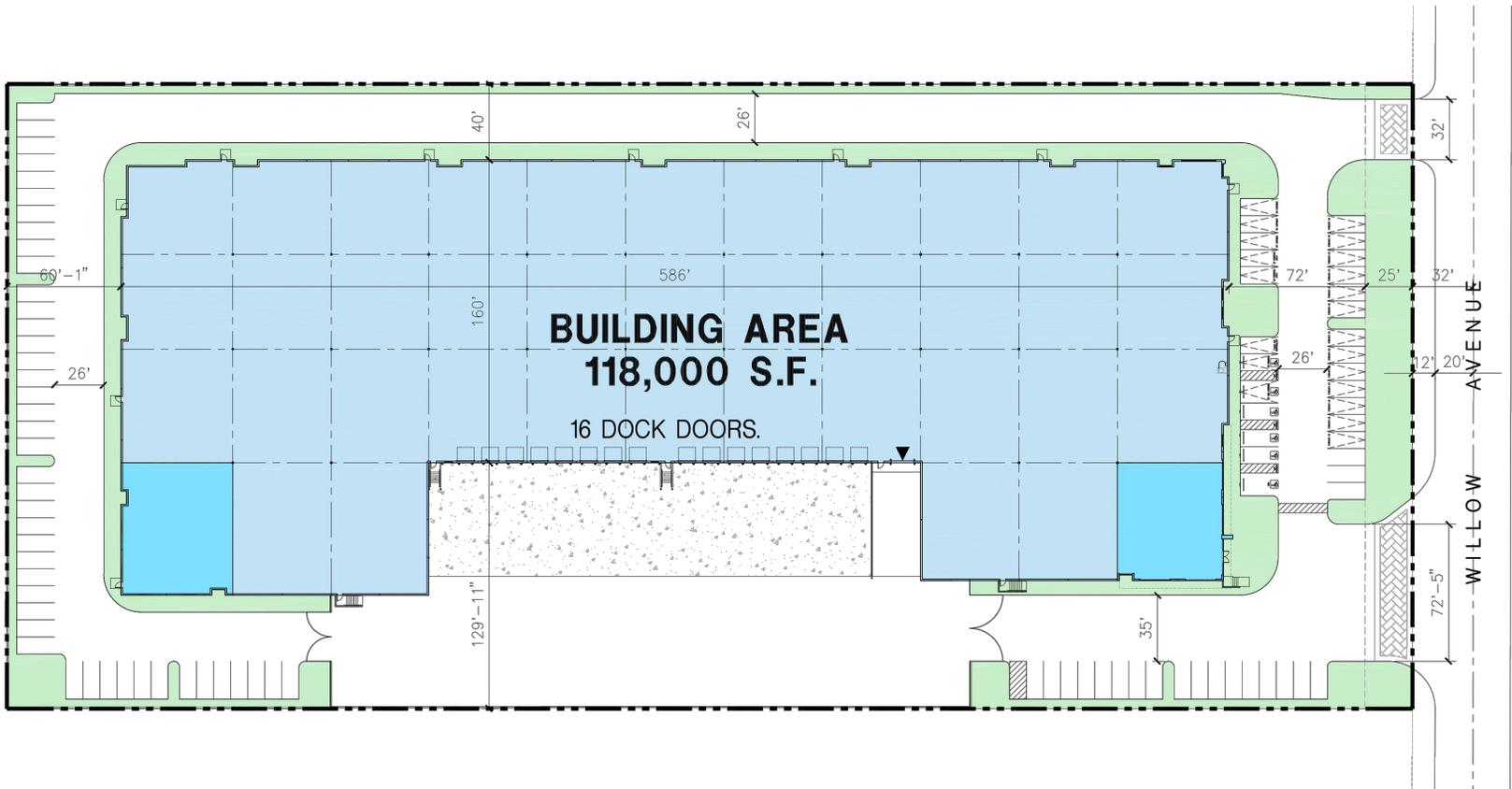
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**FIGURE 1
VICINITY MAP**



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- 3 -

FIGURE 2
PROJECT SITE PLAN



C. Development Project Identification

Pending.

D. Development Project Description

The project will involve the construction of a 118,000 square-foot industrial building. The project site is located within the Agua Mansa Specific Plan, which is generally bounded by Interstate 10 (I-10) to the north, Market Street to the south, Rancho Avenue and the Santa Ana River to the east, and Cedar Avenue and residential uses to the west. The Agua Mansa Specific Plan covers 4,285 acres, with 12 separate Planning Areas, and is approved for a variety of land uses including residential, agricultural, and industrial uses.

The Project site is located within Sub-Area 1 of the Agua Mansa Specific Plan. The City's General Plan land use designation for the Project site is the Medium Industrial zone of the Agua Mansa Specific Plan.

Vehicular access provisions for the Project site would be provided via two full-movement driveways on S Willow Avenue. The northern driveway can be accessed by passenger cars only, while the southern driveway can be accessed by both trucks and passenger cars. Both project driveways would be unsignalized.

The proposed opening year for the project is Year 2024. The project will be developed in a single project phase.

E. Analysis Methodology

1. Intersection Analysis – HCM Methodology

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

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

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

2. Level of Service Standards and Measure of Significance

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

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

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

LEVEL OF SERVICE DEFINITIONS	
Level of Service	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
D	This level encompasses a zone of increasing restriction, approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

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

¹ Source: Highway Capacity Manual HCM 7th Edition, Exhibit 19-8.

² Source: Highway Capacity Manual HCM 7th Edition, Exhibit 20-2.

II. AREA CONDITIONS

A. Identify Study Area and Intersections

This traffic study includes identification of project-related effects at the following study intersections:

1. S Willow Avenue at Santa Ana Avenue
2. Riverside Avenue at Santa Ana Avenue
3. S Willow Avenue at Jurupa Avenue
- D1. S Willow Avenue at North Driveway
- D2. S Willow Avenue at South Driveway

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

New traffic counts were collected for all study intersections. Due to current construction on Riverside Avenue, recent historical counts collected in April 2018 were used for the intersection of Riverside Avenue at Santa Ana Avenue. An ambient annual growth rate of two (2) percent per year was applied to the historical count to develop existing year 2023 volumes. Copies of the traffic count data worksheets are provided in **Appendix B**.

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

Regional access to the site is provided primarily by Interstate 10 (I-10) Freeway, approximately one mile to the north of the project site. In addition, the Interstate 215 (I-215) Freeway is located approximately 4.0 miles to the east of the site; the Interstate 15 (I-15) Freeway is approximately 10.0 miles to the west of the site, and access to the State Route 60 (SR 60) Highway is approximately 3.5 miles to the south.

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

Santa Ana Avenue – Santa Ana Avenue is a two lane east-west roadway. The posted speed limit on Santa Ana Avenue is 40 miles per hour (mph) and on-street parking is permitted. Santa Ana Avenue is designated as a Collector Street east of Riverside Avenue and a Secondary Arterial west of Riverside Avenue in the City’s Circulation Element. Santa Ana Avenue is a designated truck route for its entire length within the City.

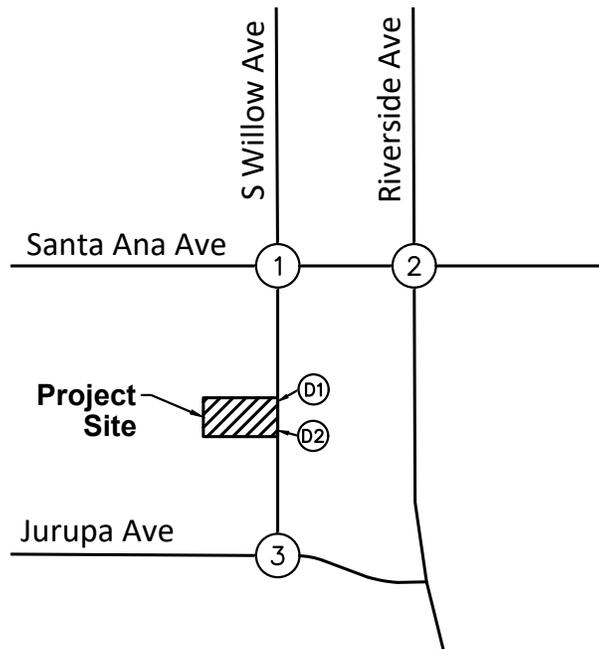
Riverside Avenue – Riverside Avenue is currently a four- to six-lane north-south roadway divided by a painted median through the study area. The posted speed limit is 55 mph and on-street parking is prohibited on both sides of the roadway. Riverside Avenue is designated as a Modified Major Arterial II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

S Willow Avenue – S Willow Avenue is a two lane north-south roadway. The posted speed limit on S Willow Avenue is 40 mph and on-street parking is permitted on the east side of the roadway. S Willow Avenue is designated as a Collector Street in the City’s Circulation Element. The project site plan depicts two full-movement project driveways on S Willow Avenue.

Jurupa Avenue – Jurupa Avenue is currently a two- to four-lane east-west roadway through the study area. The posted speed limit is 40 mph and on-street parking is prohibited on both sides of the roadway. Jurupa Avenue is designated as a Secondary Arterial in the City’s Circulation Element.



NOT TO SCALE



1. S Willow Ave at Santa Ana Ave	2. Riverside Ave at Santa Ana Ave	3. S Willow Ave at Jurupa Ave
D1. S Willow Ave at North Driveway	D2. S Willow Ave at South Driveway	
FUTURE INTERSECTION	FUTURE INTERSECTION	

LEGEND:

- = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign

**FIGURE 3
EXISTING LANE CONFIGURATION
AND TRAFFIC CONTROL**



C. Existing Traffic Volumes

Traffic count data included vehicle classifications for passenger vehicles and trucks. Vehicle classifications are necessary to compute Passenger Car Equivalent (PCE) volumes, which are used in the traffic analysis to address the truck-related traffic effect on intersection and roadway operation.

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

D. Existing Delay and Level of Service

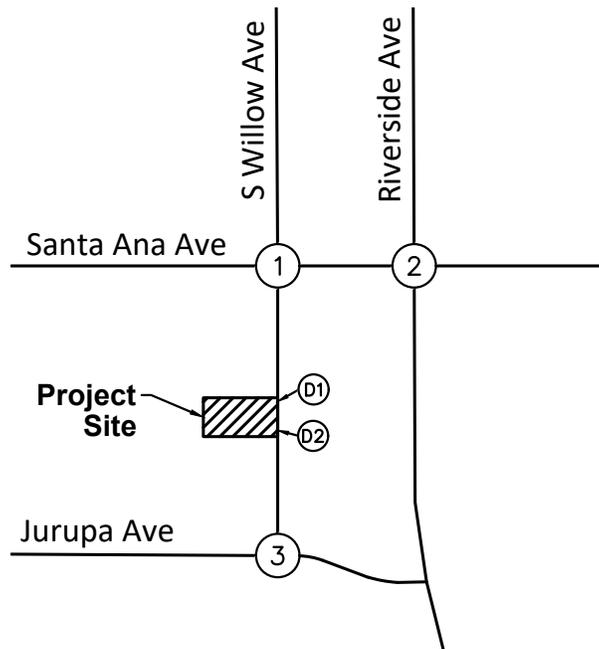
Peak Hour Operating Conditions

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

Review of this table indicates that all study intersections are currently operating at an acceptable Level of Service. Copies of the intersection analysis worksheets are provided in **Appendix C**.



NOT TO SCALE



1. S Willow Ave at Santa Ana Ave	2. Riverside Ave at Santa Ana Ave	3. S Willow Ave at Jurupa Ave
D1. S Willow Ave at North Driveway	D2. S Willow Ave at South Driveway	
FUTURE INTERSECTION	FUTURE INTERSECTION	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 4
EXISTING TRAFFIC VOLUMES**

**TABLE 1
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS**

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	S Willow Avenue at Santa Ana Avenue	U	9.9	A	9.4	A
2	Riverside Avenue at Santa Ana Avenue	S	17.9	B	24.4	C
3	S Willow Avenue at Jurupa Avenue	U	8.8	A	8.3	A

Notes:

- **Bold** values indicate intersections operating at an unacceptable Level of Service
 - Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- U = Unsignalized; S = Signalized

E. General Plan Circulation Element

The General Plan Circulation Element provides street classifications near the project vicinity. A copy of the General Plan Street Classifications is provided on **Figure 5**. Designated truck routes in the City of Rialto General Plan are shown on **Figure 6**.

F. Transit Service

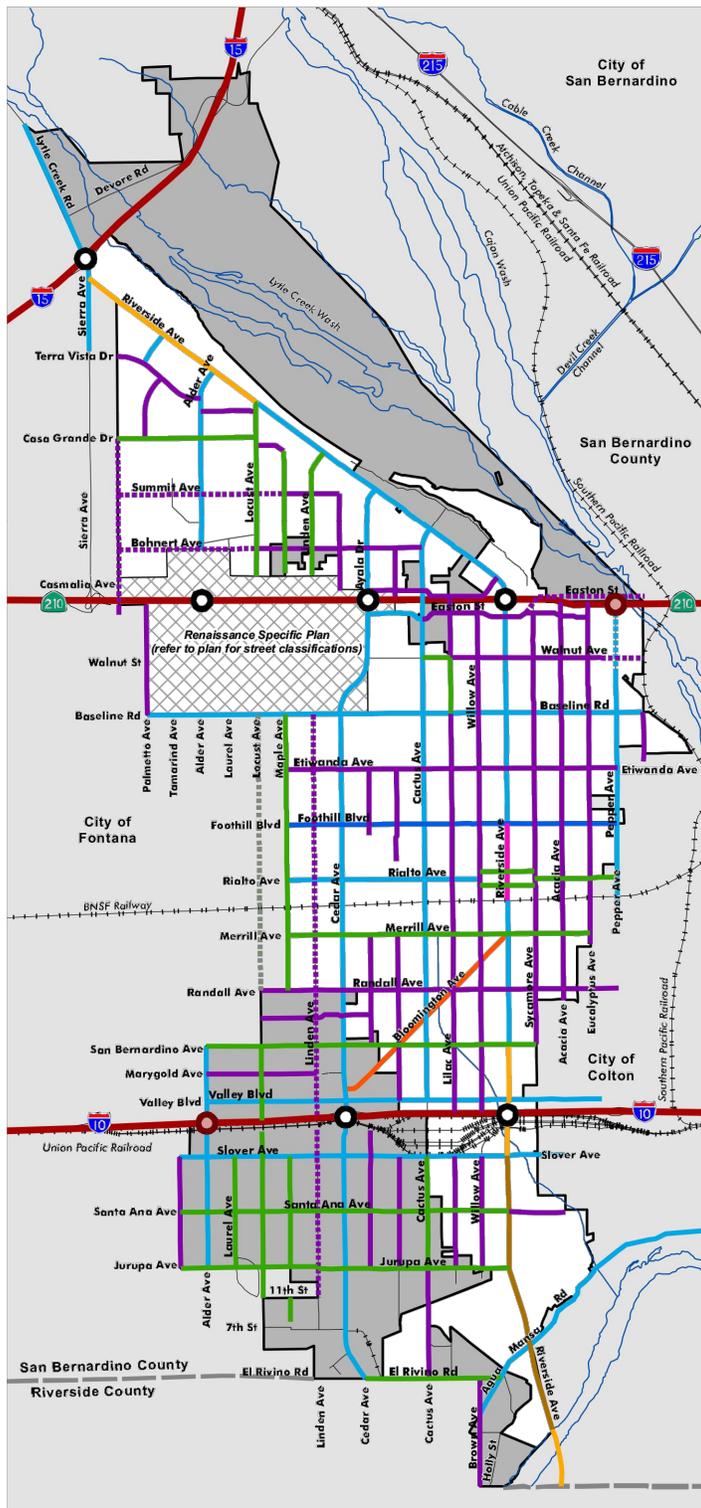
Transit service to the project area is provided via the OmniTrans transit lines, which serve various cities in San Bernardino. Bus stops in the project vicinity are located along Riverside Avenue and Valley Boulevard, approximately 1 mile to the north and Spruce Avenue approximately 1.5 miles to the west. A description of the bus routes serving the project area is provided below.

OmniTrans Route 22 operates between the City of Rialto and the City of Colton through Rialto along Riverside Avenue in the project vicinity. Route 22 operates on weekdays from 5:00 AM to 9:40 PM with approximately 1-hour headways, on Saturdays from 7:15 AM to 6:30 PM with approximately 1-hour headways, and on Sundays from 7:30 AM to 6:40 PM with approximately 1-hour headways. Route 22 has a transfer point with Route 10 at the intersection of Riverside Avenue and Baseline Road.

OmniTrans Route 329 operates between Bloomington (unincorporated area) and the City of Fontana Valley Boulevard in the project vicinity. Route 329 operates on weekdays from 6:45 AM to 6:40 PM with approximately 1-hour headways and on Saturdays from 7:45 AM to 6:40 PM with approximately 1-hour headways.



NOT TO SCALE



Street Classification

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

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

Freeway Interchanges

- Existing Interchange
- Planned Future Interchange

Base Map Features

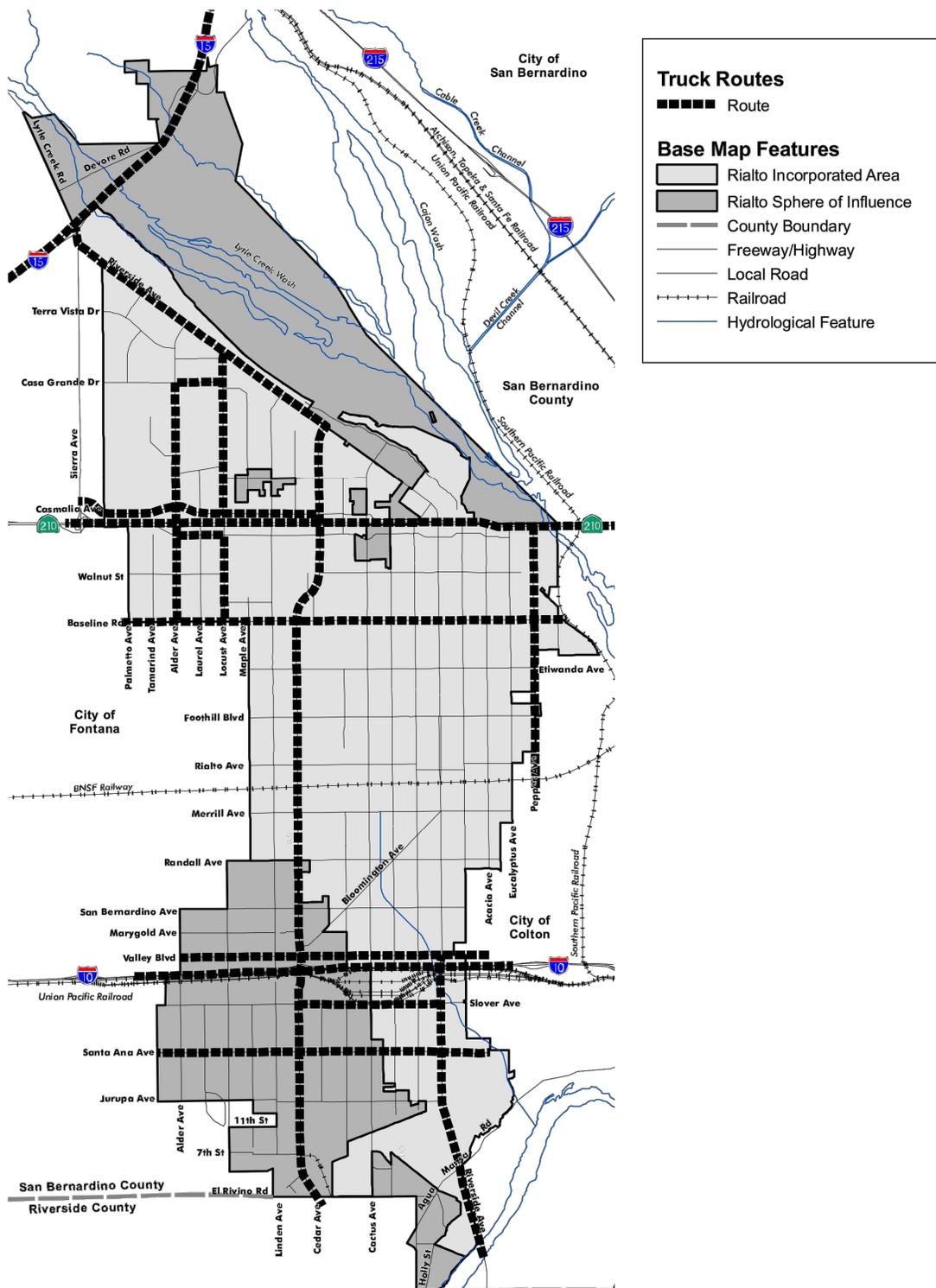
- Rialto Incorporated Area
- Rialto Sphere of Influence
- County Boundary
- Local Road
- Railroad
- Hydrological Feature

**FIGURE 5
GENERAL PLAN STREET CLASSIFICATIONS**





NOT TO SCALE



**FIGURE 6
GENERAL PLAN TRUCK ROUTES**



III. PROJECTED FUTURE TRAFFIC

A. Ambient Growth Rate

An ambient growth rate of 2.0% per year to Opening Year 2024 was applied to existing peak hour traffic volumes to develop Opening Year 2024 forecasts.

B. Opening Year 2024

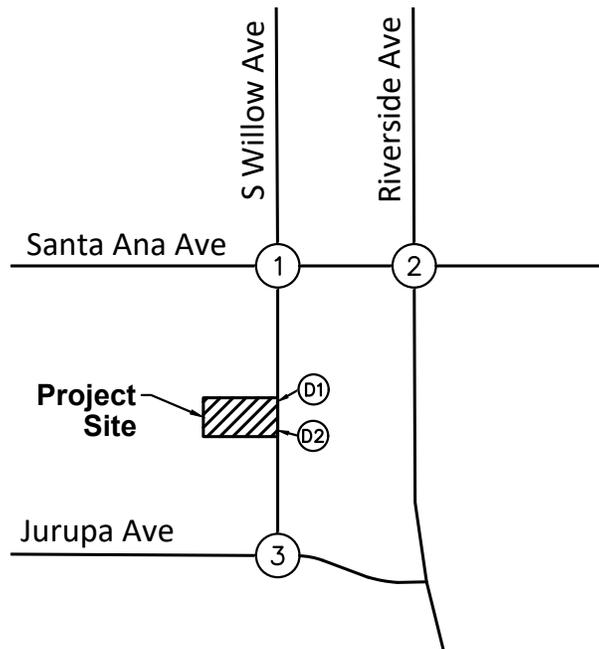
Peak Hour Operating Conditions

Peak hour traffic volumes for Opening Year 2024 without Project Conditions are shown on **Figure 7**. Intersection Level of Service analysis was conducted for Opening Year 2024. The results are shown on **Table 2**. Intersection analysis worksheets for this scenario are provided in **Appendix C**.

Review of this table indicates that with the addition of ambient growth, all study intersections would continue to operate at an acceptable Level of Service.



NOT TO SCALE



1. S Willow Ave at Santa Ana Ave	2. Riverside Ave at Santa Ana Ave	3. S Willow Ave at Jurupa Ave
D1. S Willow Ave at North Driveway	D2. S Willow Ave at South Driveway	
FUTURE INTERSECTION	FUTURE INTERSECTION	

LEGEND:



= Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 7
OPENING YEAR 2024 TRAFFIC
VOLUMES**

**TABLE 2
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2024 CONDITIONS**

Int. #	Intersection	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1	S Willow Avenue at Santa Ana Avenue	10.1	B	9.5	A
2	Riverside Avenue at Santa Ana Avenue	18.9	B	27.3	C
3	S Willow Avenue at Jurupa Avenue	8.9	A	8.3	A

Notes:

- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

C. Project Traffic

1. Project Trip Generation

A trip generation analysis has been prepared to determine the estimated traffic to be generated by the proposed project. Trip generation estimates are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip generation rates for Warehousing (ITE 150). Trip generation rates and the resulting trip generation estimates for the proposed project are summarized on **Table 3**. The project is estimated to generate 123 passenger car (PC) trips on a daily basis with 12 PC trips in the morning peak hour and 14 PC trips in the evening peak hour; and 82 truck trips on a daily basis with 8 truck trips in the morning peak hour and 8 truck trips in the evening peak hour.

Passenger car equivalent (PCE) factors were then applied to the truck types, based on number of axles (1.5 for 2-axle trucks, 2.0 PCE for 3-axle trucks, and 3.0 for 4+ axle trucks) to determine the total PCE volumes generated by the project. The project is estimated to generate 343 daily PCE trips, with 33 PCE trips in the morning peak hour, and 37 PCE trips in the evening peak hour.

2. Trip Distribution and Assignment

Trip distribution assumptions for the project were developed by considering the proposed site uses, and the routes to and from the freeway system for the warehouse trucks. Separate distribution patterns were assumed for passenger car trips and truck trips. Trip distribution patterns are shown on **Figure 8**. Trip distribution percentages at each study intersection were applied to the project trip generation to determine the project trips through each intersection. The resulting project-related peak hour trips at the study intersections are shown on Figure 8, previously mentioned. Project-related trips were then added to Opening Year 2024 traffic volumes to develop forecasts for the Opening Year 2024 Plus Project scenario. The resulting peak hour traffic volumes are shown on **Figure 9**.

D. Opening Year 2024 Plus Project

Peak Hour Operating Conditions

Intersection Level of Service analysis was conducted for the Opening Year 2024 Plus Project conditions. The results of the intersection analysis are shown on **Table 4**. Intersection analysis worksheets for this scenario are provided in **Appendix C**.

Review of this table indicates that all study intersections would continue to operate at an acceptable Level of Service in both peak hours with the addition of Project traffic.

**TABLE 3
SUMMARY OF PROJECT TRIP GENERATION
2720 S WILLOW AVENUE WAREHOUSE PROJECT**

TRIP GENERATION RATES ¹

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	150	KSF	1,740	0.131	0.039	0.170	0.051	0.139	0.190

PROJECT TRIP GENERATION

Project Land Use		Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Warehousing		118,000	KSF	205	15	5	20	6	16	22
Passenger Vehicles	60.00%			123	9	3	12	4	10	14
Trucks	40.00%			82	6	2	8	2	6	8

PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

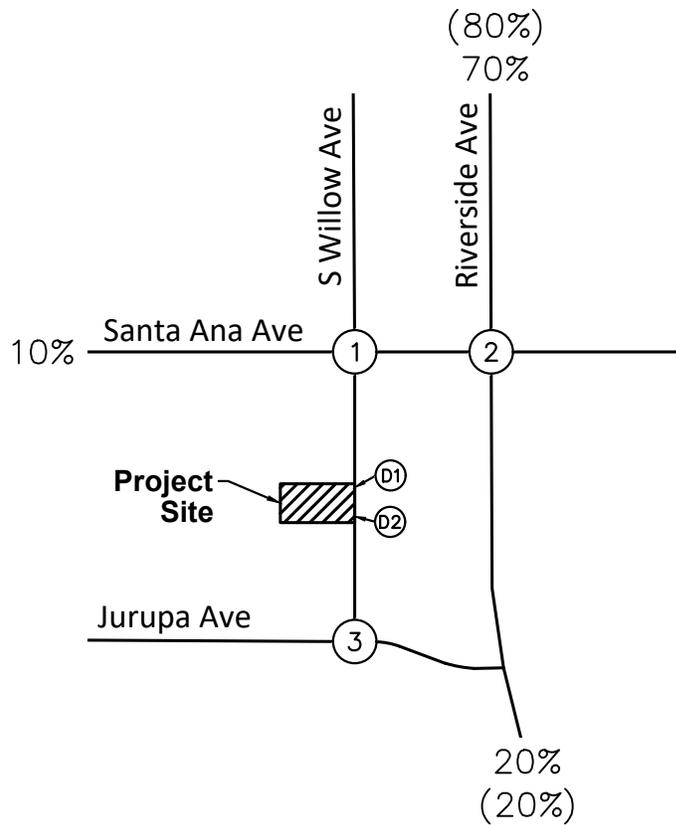
Vehicle Type	Vehicle Mix ²	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	60.0%	123	1.0	123	9	3	12	4	10	14
2-Axle Trucks	0.8%	2	1.5	3	0	0	0	0	0	0
3-Axle Trucks	11.2%	23	2.0	46	3	1	4	1	4	5
4+ Axle Trucks	28.0%	57	3.0	171	13	4	17	5	13	18
Total Proposed Truck PCE Trips				220	16	5	21	6	17	23
Total Proposed Project PCE Trips				343	25	8	33	10	27	37

¹ Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition

² Source: City of Rialto *Draft Traffic Impact Analysis Report Guidelines and Requirements* (October, 2021)

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet



1. S Willow Ave at Santa Ana Ave	2. Riverside Ave at Santa Ana Ave	3. S Willow Ave at Jurupa Ave
D1. S Willow Ave at North Driveway	D2. S Willow Ave at South Driveway	

LEGEND:

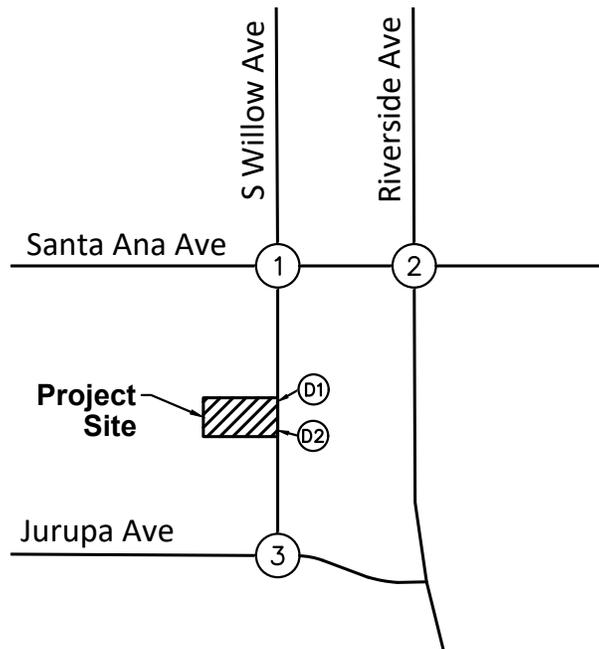
- (X) = Study Intersection
- XX% = Passenger Car Distribution
- (YY%) = Truck Distribution
- xx/yy = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 8
PROJECT TRIP DISTRIBUTION AND
PROJECT-RELATED TRAFFIC VOLUMES**





NOT TO SCALE



1. S Willow Ave at Santa Ana Ave	2. Riverside Ave at Santa Ana Ave	3. S Willow Ave at Jurupa Ave
D1. S Willow Ave at North Driveway	D2. S Willow Ave at South Driveway	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 9
OPENING YEAR 2024 PLUS PROJECT
TRAFFIC VOLUMES**

**TABLE 4
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2024 PLUS PROJECT CONDITIONS**

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change Delay	Sig Effect?	Without Project		With Project		Change Delay	Sig Effect?
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	S Willow Avenue at Santa Ana Avenue	10.1	B	10.4	B	0.3	No	9.5	A	9.7	A	0.2	No
2	Riverside Avenue at Santa Ana Avenue	18.9	B	19.5	B	0.6	No	27.3	C	28.7	C	1.4	No
3	S Willow Avenue at Jurupa Avenue	8.9	A	8.9	A	0.0	No	8.3	A	8.3	A	0.0	No
D1	S Willow Avenue at North Driveway	-	-	10.8	B	-	-	-	-	9.7	A	-	-
D2	S Willow Avenue at South Driveway	-	-	10.8	B	-	-	-	-	9.7	A	-	-

Notes:

- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

IV. SPECIFIC ISSUES

A. Queueing Analysis

Queue lengths were assessed at the following locations:

- S Willow Avenue at Santa Ana Avenue (#1)
 - Northbound Approach (Shared Left-Through-Right)
- Riverside Avenue at Santa Ana Avenue (#2)
 - Eastbound Approach (Shared Left-Through-Right)
- S Willow Avenue at Jurupa Avenue (#3)
 - Southbound Approach (Shared Left-Through-Right)
 - Westbound Right Turn

A summary of left-turn pocket storage capacity, as well as 50th and 95th percentile queue lengths at the locations noted above are summarized on **Table 5**. The table shows that all left-turn pockets would have adequate storage capacity to accommodate the 95th percentile queues under all scenarios.

The left-turn pocket queue lengths are provided in the intersection analysis worksheets in **Appendix C** of this report.

B. S Willow Avenue Cross Section

The project will complete the remaining half-width improvements of S Willow Avenue along the project frontage, consistent with the Agua Mansa Specific Plan cross-section for Collector Streets. This would include two 11-foot lanes and a 4-foot sidewalk. The Agua Mansa Specific Plan cross-section for Collector Streets is provided on **Figure 10**.

**TABLE 5
SUMMARY OF INTERSECTION QUEUING STORAGE CAPACITY
2720 S WILLOW AVENUE WAREHOUSE PROJECT**

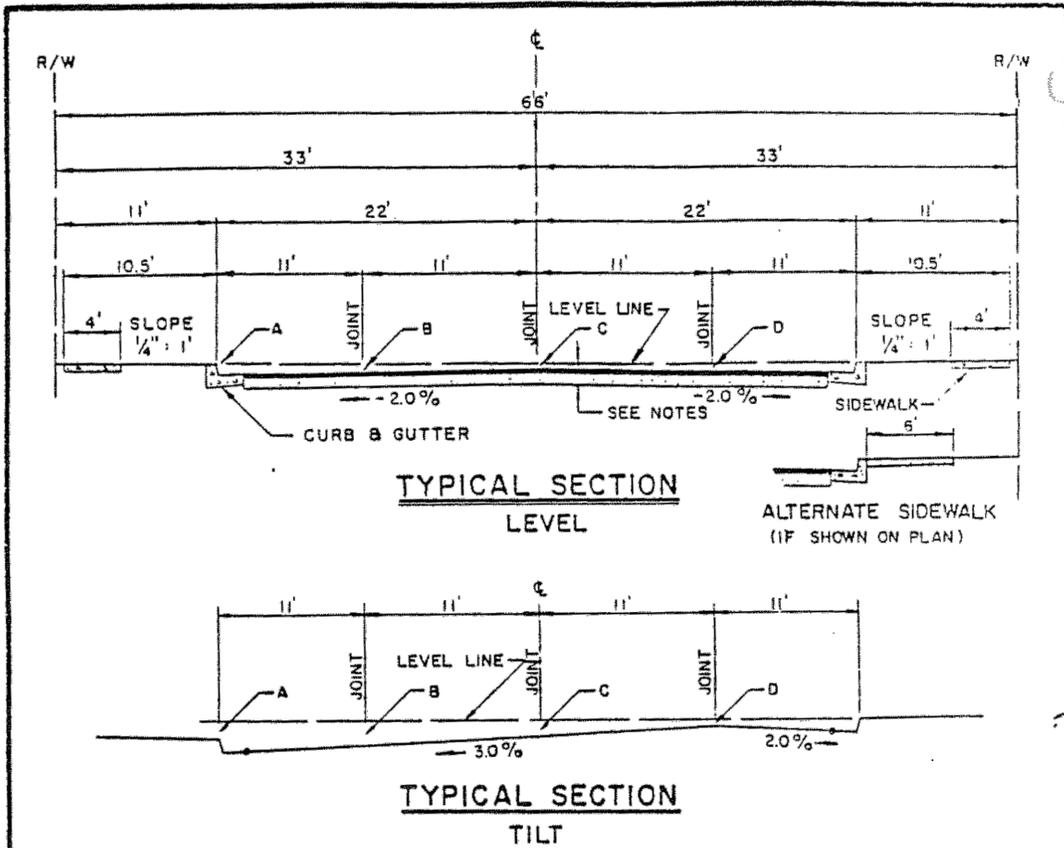
Intersection	Approach	Storage Capacity (ft/ln)	Peak Hour	Queue Length (ft/ln)					
				Existing		Opening Year 2024		Opening Year 2024 Plus Project	
				50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile
S Willow Avenue at Santa Ana Avenue	NBLTR	105	AM	N/A ¹	26	N/A ¹	28	N/A ¹	30
			PM	N/A ¹	14	N/A ¹	15	N/A ¹	18
Riverside Avenue at Santa Ana Avenue	EBLTR	300	AM	109	195	115	203	120	210
			PM	145	243	152	254	191	304
S Willow Avenue at Jurupa Avenue	SBLTR	135	AM	N/A ¹	13	N/A ¹	14	N/A ¹	14
			PM	N/A ¹	9	N/A ¹	10	N/A ¹	10
	WBR	230	AM	N/A ¹	4	N/A ¹	4	N/A ¹	4
			PM	N/A ¹	4	N/A ¹	4	N/A ¹	4

Notes:

¹50th percentile queue not reported for unsignalized intersections



NOT TO SCALE



		A	B	C	D	
8" CURB	LEVEL	0.00'	0.36'	0.14'	0.36'	
	TILT	0.76'	1.02'	0.69'	0.36'	
6" CURB	LEVEL	0.00'	0.19'	(0.03)	0.19'	() INDICATES ABOVE LEVEL LINE
	TILT	0.76'	0.85'	0.52'	0.19'	

NOTE

1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. MINIMUM DESIGN PAVING THICKNESS SHALL BE 0.20' ASPHALT CONCRETE.
3. CONSTRUCTION OUTSIDE R/W WILL REQUIRE SLOPE EASEMENTS.

SAN BERNARDINO COUNTY ROAD DEPARTMENT

DATE: 3.V.C. 9-65
Rev. 3-74

John R. Shone
COUNTY HIGHWAY ENGINEER

COLLECTOR STREET

103

FIGURE 10
AGUA MANSA SPECIFIC PLAN -
COLLECTOR STREET CROSS-SECTION

V. RECOMMENDED IMPROVEMENTS

A. Intersection Improvements

Based on the impact criteria in the City's *Traffic Impact Analysis Report Guidelines and Requirements* (Exhibit F), no improvements are required for the project.

VI. VEHICLE MILES TRAVELED ANALYSIS

A. Introduction

Senate Bill 743 (SB 743) was approved by California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743 that requires VMT for the purposes of determining a significant transportation impact under CEQA.

B. VMT Analysis

The City of Rialto *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment* (October 2021) provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following three criteria:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Project Type Screening

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less-than-significant impact on transportation and circulation.

Transit Priority Area (TPA) Screening

A project would be considered to have a less-than-significant transportation impact if the project is located within a Transit Priority Area (TPA) as determined by the most recent SCAG RTP/SCS and the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool. Based on SBCTA VMT Screening Tool, the proposed project is not located within a TPA.

The Transit Priority Area Screening threshold is not met.

Low VMT Area Screening

A project would be considered to have a less-than-significant transportation impact if the project is located within a low VMT generating area as determined by the City of Rialto guidelines and the SBCTA VMT Screening Tool. Based on the City of Rialto VMT thresholds and the SBCTA VMT Screening Tool, the proposed project is not located within a low VMT area. Results of the SBCTA VMT Screening Tool are provided in the Scoping Agreement (Appendix A, previously mentioned).

The Low VMT Area Screening threshold is not met.

Project Type Screening

A project would be considered to have a less-than-significant transportation impact if the project generates less than 110 daily vehicle trips. The following uses would also be presumed to have a less-than-significant VMT impact:

- K-12 Schools
- Local-Serving retail less than 50,000 square feet
- Local parks
- Day care centers
- Local serving gas stations
- Local serving banks
- Student housing projects
- Local-serving hotels (e.g., non-destination hotels)
- Local-serving medical
- Student housing projects on or adjacent to college campuses
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (Public libraries, fire stations, local government)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Affordable or supportive housing
- Assisted living facilities
- Senior housing (as defined by HUD)

The project will involve the construction a 118,000 square-foot industrial building that generates more than 110 daily passenger car trips; therefore, the project would not be screened out based on project type.

The Project Type Screening threshold is not met.

Redevelopment Projects

As noted previously, the project site is currently occupied by two industrial buildings totaling approximately 42,444 square feet. Per direction from City staff, the “Redevelopment Projects” criteria per the State OPR Technical Advisory was evaluated for the proposed project. The OPR Technical Advisory states that “where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact.” It should also be noted that consistent with the OPR Technical Advisory (page 4), “‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project,” where automobile refers to passenger vehicles, specifically cars and light trucks.

As a result, 24-hour driveway counts with vehicle classification were conducted at the existing site driveway for two days. The data collection worksheets are provided in **Appendix D**. Based on the data collection, the average daily number of passenger cars trips was 138 trips. As previously mentioned, the proposed project is estimated to generate 123 passenger car trips, or 15 fewer passenger car trips, compared to the existing use. Therefore, compared to the existing use for the project site, the proposed project would lead to net overall decrease in VMT and can be presumed to have a less-than-significant transportation impact.

The Redevelopment Projects criteria is met.

C. Findings and Conclusions

Based on the City of Rialto *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment* (October 2021) and the State OPR Technical Advisory, the proposed project would meet the Redevelopment Projects criteria noted in the OPR Technical Advisory as the proposed project would lead to net overall decrease in VMT, compared to the existing use. Therefore, the project would have a less-than-significant transportation impact and no further VMT analysis is required.

VII. FINDINGS AND RECOMMENDATIONS

A. Improvements

Not Applicable.

B. Traffic Signal Warrant Analysis

The unsignalized study intersections are forecasted to operate at an acceptable LOS. Therefore, no traffic signal warrant analysis is needed.

C. Site Circulation

Vehicular access provisions for the project site would consist of two unsignalized driveways on S Willow Avenue. The northern driveway can be accessed by passenger cars only, while the southern driveway can be accessed by both trucks and passenger cars.

D. Safety and Operational Improvements

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

E. Fair Share Calculations

Not Applicable.

F. Specific Plan Signalization

Not Applicable.

G. General Plan Conformance

The proposed 2720 S Willow Avenue Warehouse project is in conformance with the Agua Mansa Specific Plan and the City of Rialto General Plan. The proposed use is permitted under the Medium Industrial designations. Neither a Specific Plan Amendment nor a General Plan Amendment is required for the project.

H. Regional Funding Mechanisms

The project is subject to the City’s city-wide traffic impact fee program. The proposed project will pay applicable DIF fees toward the Riverside Avenue Widening project. The fees paid by the Developer will be collected by the City of Rialto and used toward the Riverside Avenue Widening Project, as identified in Measure I of the 2018 Nexus Study Item “Widen Riverside Avenue from South City Limit to Slover Avenue from 4 lanes to 6 lanes.

APPENDIX A

APPROVED SCOPING AGREEMENT



Exhibit A

SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

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

City of Rialto

Traffic Impact Analysis

Scoping Agreement

Case No. _____

Related Cases -

SP No. _____

EIR No. _____

GPA No. _____

ZC No. _____

Project Name: 2720 Willow Avenue Warehouse Project

Project Address: 2720 Willow Avenue

Project Description: 118,450 Square-Foot Industrial Building (See Attachment A - Site Plan)

Consultant

Developer

Name: Kimley-Horn and Associates, Inc.

Scannell Properties

Address: 3880 Lemon St, Suite 420,
Riverside, CA 92501

24411 Ridge Route Dr, Suite 120,
Laguna Hills, CA 92653

Telephone: (714) 939-1030

(619) 931-9144

Fax: _____



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

Existing GP Land Use Warehouse Proposed Land Use Warehouse

Current Zoning: Medium Industrial Proposed Zoning: Medium Industrial

Total Daily Project Trips: 347 PCE

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>27 PCE</u>	<u>8 PCE</u>	<u>35 PCE</u>
PM Trips	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>10 PCE</u>	<u>27 PCE</u>	<u>37 PCE</u>
Internal Trip Allowance	Yes	X No	(<u>0</u> % Trip Discount)			
Pass-By Trip Allowance	Yes	X No	(<u>0</u> % Trip Discount)			

For appropriate land uses, a pass-by trip discount may be allowed not to exceed 25%. Discount trips shall be indicated on a report figure for intersections and access locations.

2. Trip Geographic Distribution: PC: N 70 % S 20 % E % W 10 %
(See Attachment C) Trucks: 80% 20%
(Detailed exhibits of trip distribution must be attached with Trucks as a separate exhibit)

3. Background Growth Traffic

Project Completion Year: 2024 Annual Background Growth Rate: 2 %

Other Phase Years _____

Other area projects to be considered: We will request a list of Cumulative Projects from the City's 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: Existing + Ambient Growth + Cumulative Projects + Project to Opening Year

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

1. Willow Avenue at Santa Ana Avenue
2. Riverside Avenue at Santa Ana Avenue
3. Willow Avenue at Jurupa Avenue
4. _____
5. _____
6. _____
7. _____
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. _____ | 6. _____ |
| 2. _____ | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 10. _____ |

6. Other Jurisdictional Impacts

Is this project within any other Agency's Sphere of Influence or within one-mile of another jurisdictional boundary?

_____ YES
_____ NO

If so, name of Jurisdiction: San Bernardino County

7. Site Plan (please attach 11" x 17" legible copy) [See Attachment A](#)

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.)

- [Signal Warrant Analysis \(as needed\)](#)
- [Truck Turning Templates](#)
- [Discussion of Roadway Cross-Sections along the Project frontage, Pedestrian and Bicycle facilities, sight distance at driveways, queuing at intersections, and capacity of Willow Avenue](#)

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: New counts will be collected

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 10/17/2022

Scoping Agreement Resubmittal date 05/30/2023

Kimley-Horn and Associates, Inc.

05/30/2023

Applicant/Engineer

Date

Land Use Concurrence:

Development Services Department

Date

Approved by:

Justin P. Schlaepfer

7/27/23

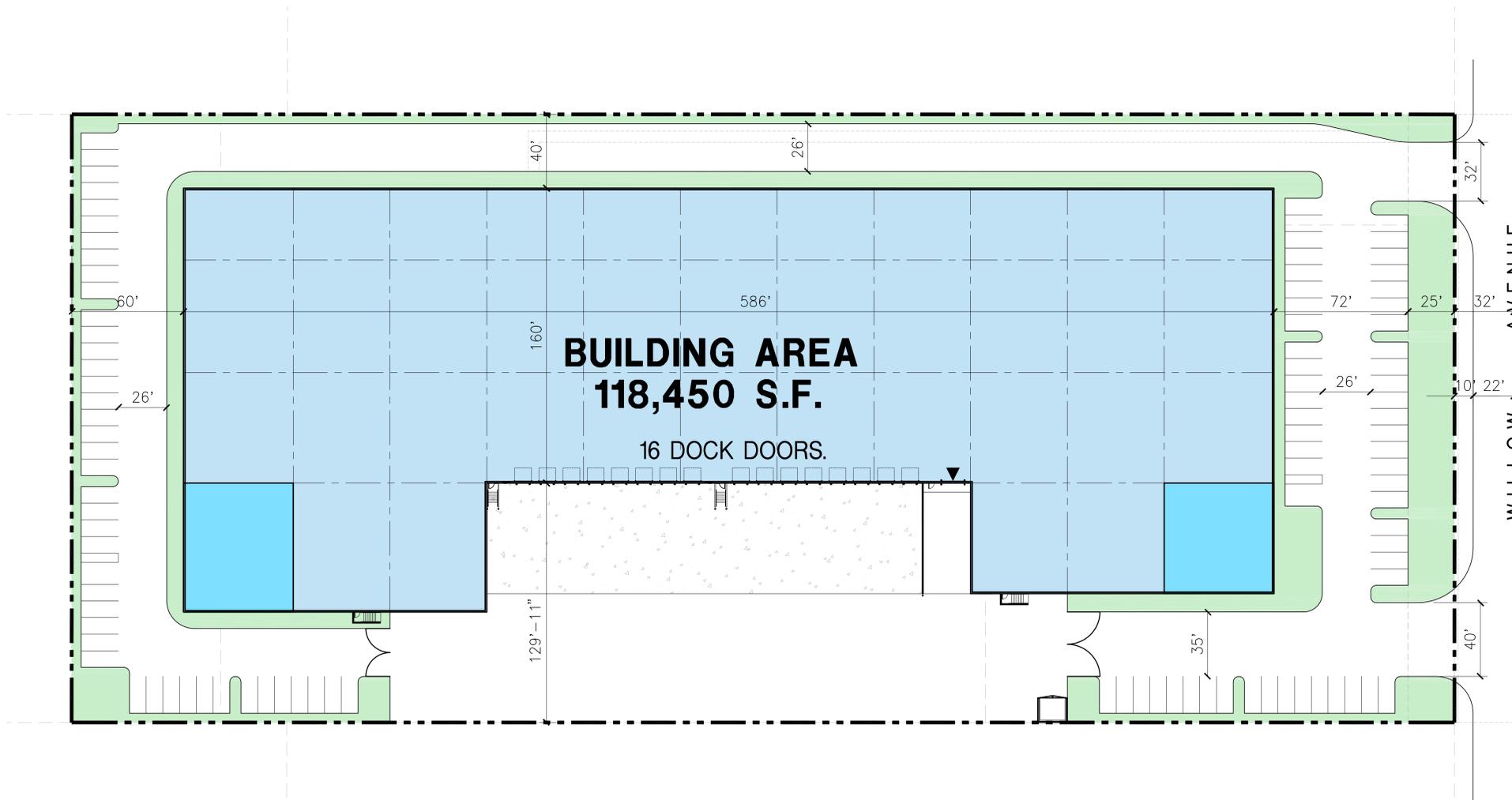
Public Works Department

Date

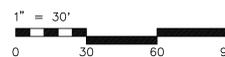
NOTE:

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.

ATTACHMENT A - PROJECT SITE PLAN



Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.



Conceptual Site Plan

2720 Willow Ave.

Rialto, CA

Aerial Map



Tabulation

SITE AREA	
In s.f.	245,179 s.f.
In acres	5.63 ac
BUILDING AREA	
Office 1st Floor	3,500 s.f.
Office 2nd Floor	3,500 s.f.
Warehouse	111,450 s.f.
TOTAL	118,450 s.f.
COVERAGE	46.9%
AUTO PARKING REQUIRED	
Office: 1/250 s.f.	28 stalls
Whse: 1st 10K @ 1/1,000 s.f.	10 stalls
above 10K @ 1/2,000 s.f.	51 stalls
TOTAL	89 stalls
AUTO PARKING PROVIDED	
Standard (9' x 20')	98 stalls
ZONING ORDINANCE FOR CITY	
Zoning Designation - Agua Mansa SP Medium Industrial	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 45'	
MAXIMUM LOT COVERAGE	
Coverage - 50%	
MAXIMUM FLOOR AREA RATIO	
FAR - to be verified	
LANDSCAPE PROVIDED	
In s.f.	28,651 s.f.
SETBACKS	
Building	Landscape
Front - 25'	25'
Side - 15'	
Rear - 20'	

Legend

- POTENTIAL OFFICE WITH 2ND FLOOR
- WAREHOUSE
- DRIVE THRU DOOR



ATTACHMENT B
SUMMARY OF PROJECT TRIP GENERATION
2720 WILLOW AVENUE WAREHOUSE PROJECT

TRIP GENERATION RATES ¹

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	150	KSF	1.740	0.131	0.039	0.170	0.051	0.139	0.190

PROJECT TRIP GENERATION

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	118.450	KSF	206	16	5	21	6	16	22
Passenger Vehicles	60.00%		124	10	3	13	4	10	14
Trucks	40.00%		82	6	2	8	2	6	8

PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

Vehicle Type	Vehicle Mix ²	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	60.0%	124	1.0	124	10	3	13	4	10	14
2-Axle Trucks	0.8%	2	1.5	3	0	0	0	0	0	0
3-Axle Trucks	11.2%	23	2.0	46	4	1	5	1	4	5
4+ Axle Trucks	28.0%	58	3.0	174	13	4	17	5	13	18
Total Truck PCE Trips				223	17	5	22	6	17	23
Total Project PCE Trips				347	27	8	35	10	27	37

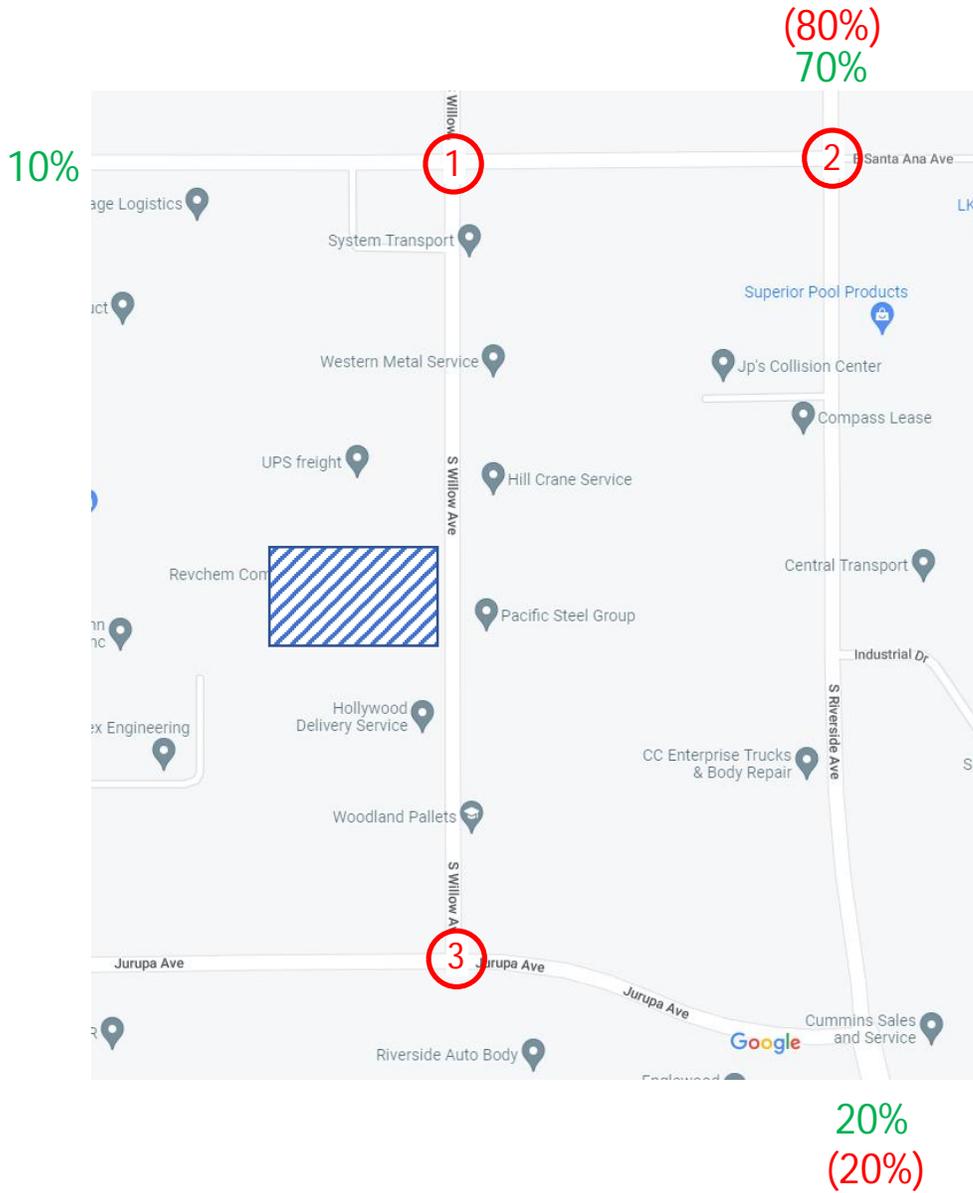
¹ Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition

² Source: City of Rialto *Draft Traffic Impact Analysis Report Guidelines and Requirements* (October, 2021)

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet

ATTACHMENT C - STUDY AREA



Legend:

-  = Project Site
-  = Study Intersection
- XX% = Passenger Car Distribution
- (YY%) = Truck Distribution

Study Intersections:

1. Willow Avenue at Santa Ana Avenue
2. Riverside Avenue at Santa Ana Avenue
3. Willow Avenue at Jurupa Avenue

APPENDIX B

TRAFFIC COUNT DATA SHEETS

APPENDIX B-1

**TRAFFIC COUNT DATA
SHEETS-
INTERSECTION COUNTS**

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Thu, Nov 10, 22

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Rialto
Willow
Santa Ana

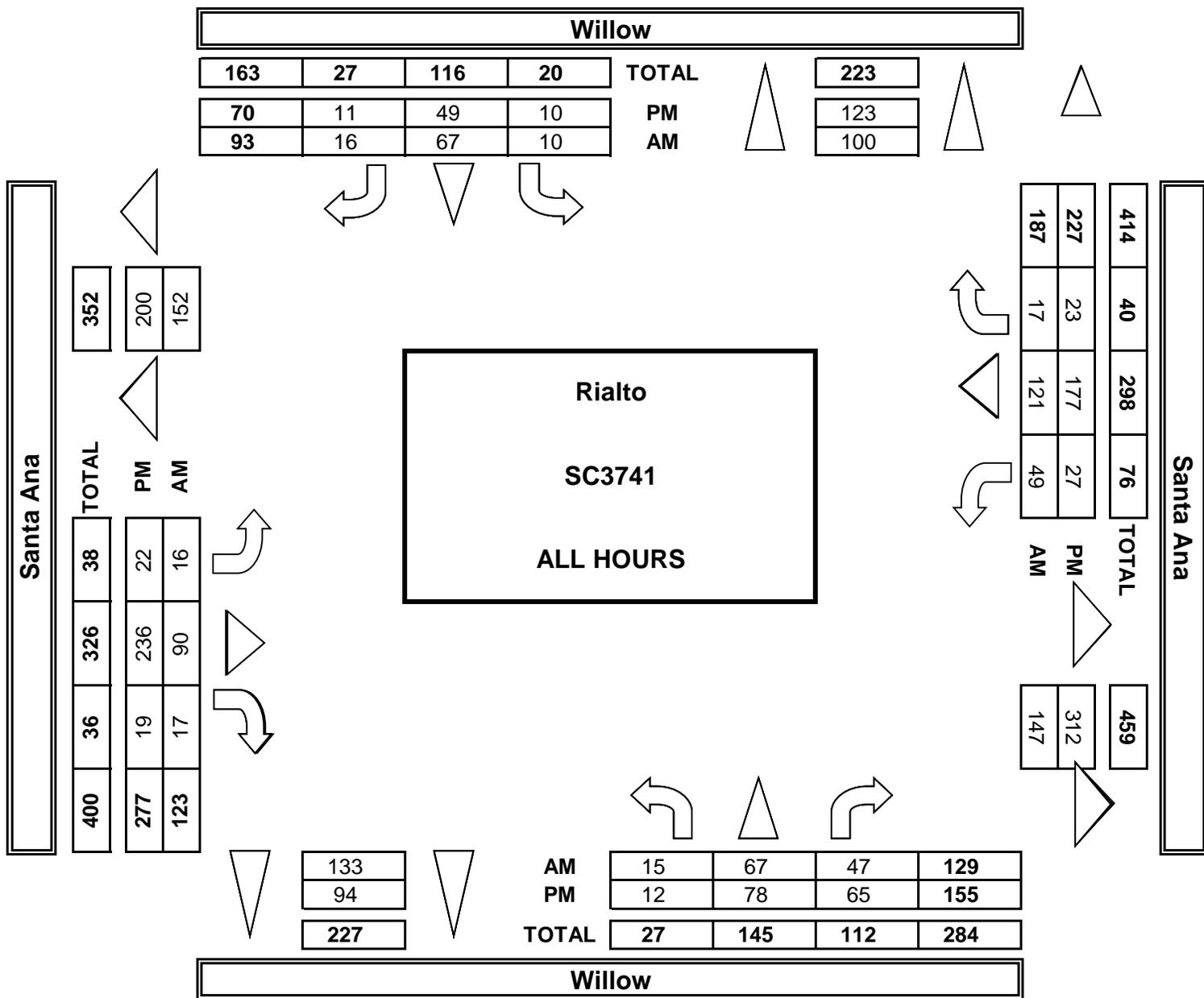
PROJECT #: SC3741
LOCATION #: 1
CONTROL: STOP ALL

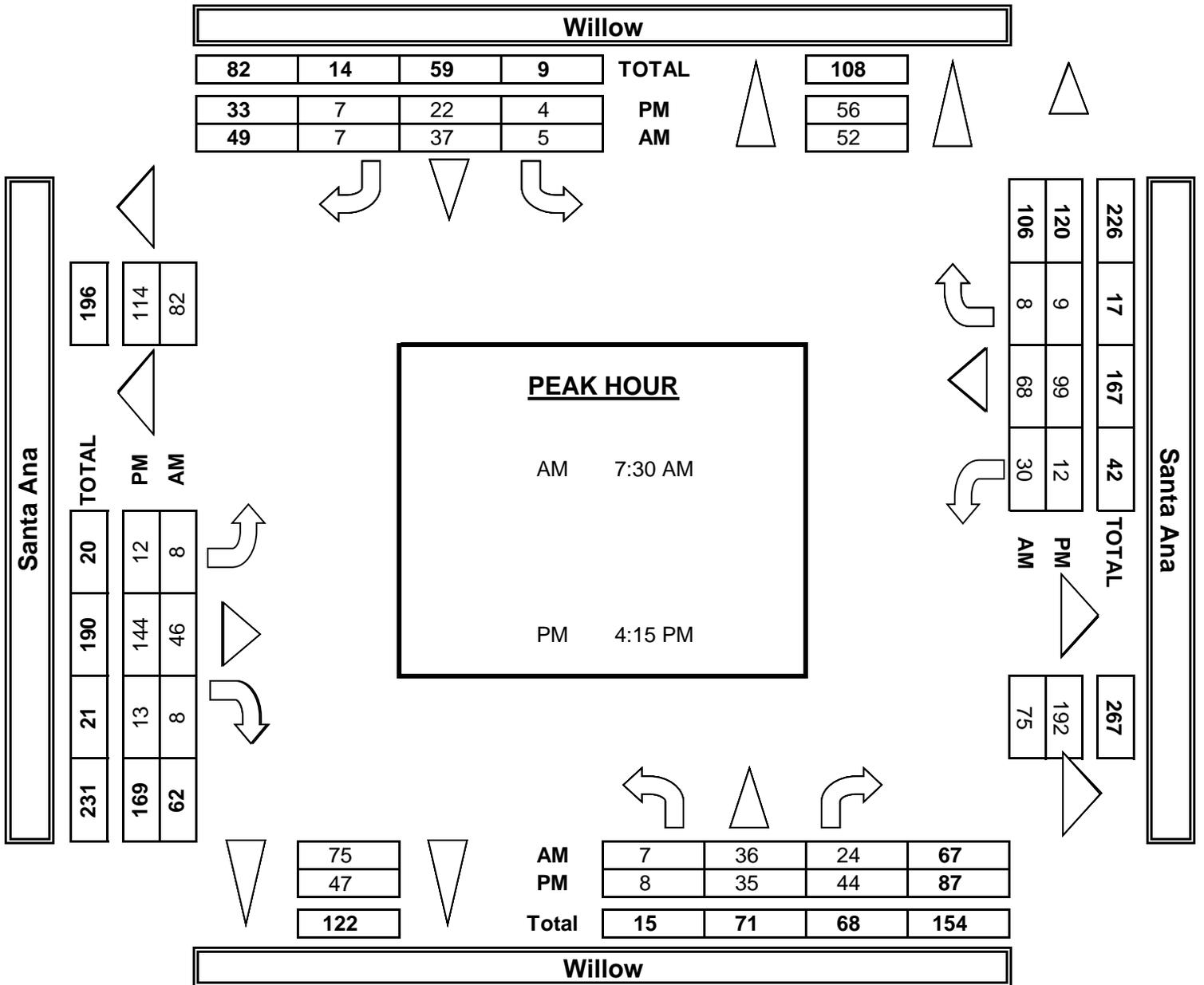
NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Willow			Willow			Santa Ana			Santa Ana			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	1	

AM	7:00 AM	5	6	4	2	8	3	2	8	2	7	13	2	62
	7:15 AM	1	7	2	2	8	2	2	10	3	5	17	1	60
	7:30 AM	3	8	7	0	8	3	3	13	5	5	15	2	72
	7:45 AM	0	10	6	3	16	1	3	16	0	11	17	0	83
	8:00 AM	0	8	6	2	6	1	2	8	1	8	22	2	66
	8:15 AM	4	10	5	0	7	2	0	9	2	6	14	4	63
	8:30 AM	2	4	14	0	8	3	2	17	2	4	11	1	68
	8:45 AM	0	14	3	1	6	1	2	9	2	3	12	5	58
	VOLUMES	15	67	47	10	67	16	16	90	17	49	121	17	532
	APPROACH %	12%	52%	36%	11%	72%	17%	13%	73%	14%	26%	65%	9%	
APP/DEPART	129	/	100	93	/	133	123	/	147	187	/	152	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	7	36	24	5	37	7	8	46	8	30	68	8	284	
APPROACH %	10%	54%	36%	10%	76%	14%	13%	74%	13%	28%	64%	8%		
PEAK HR FACTOR	0.882			0.613			0.738			0.828			0.855	
APP/DEPART	67	/	52	49	/	75	62	/	75	106	/	82	0	
PM	4:00 PM	1	9	6	2	8	0	3	34	1	3	30	6	103
	4:15 PM	5	12	13	0	5	0	2	25	4	3	25	2	96
	4:30 PM	2	8	8	1	6	1	3	34	2	3	24	1	93
	4:45 PM	0	8	10	1	8	3	3	37	2	6	24	4	106
	5:00 PM	1	7	13	2	3	3	4	48	5	0	26	2	114
	5:15 PM	1	13	7	1	6	2	3	33	3	3	19	4	95
	5:30 PM	1	14	7	1	11	0	1	16	1	5	14	2	73
	5:45 PM	1	7	1	2	2	2	3	9	1	4	15	2	49
	VOLUMES	12	78	65	10	49	11	22	236	19	27	177	23	729
	APPROACH %	8%	50%	42%	14%	70%	16%	8%	85%	7%	12%	78%	10%	
APP/DEPART	155	/	123	70	/	94	277	/	312	227	/	200	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	8	35	44	4	22	7	12	144	13	12	99	9	409	
APPROACH %	9%	40%	51%	12%	67%	21%	7%	85%	8%	10%	83%	8%		
PEAK HR FACTOR	0.725			0.688			0.741			0.882			0.897	
APP/DEPART	87	/	56	33	/	47	169	/	192	120	/	114	0	

AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Thu, Nov 10, 22

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Rialto
Riverside
Santa Ana

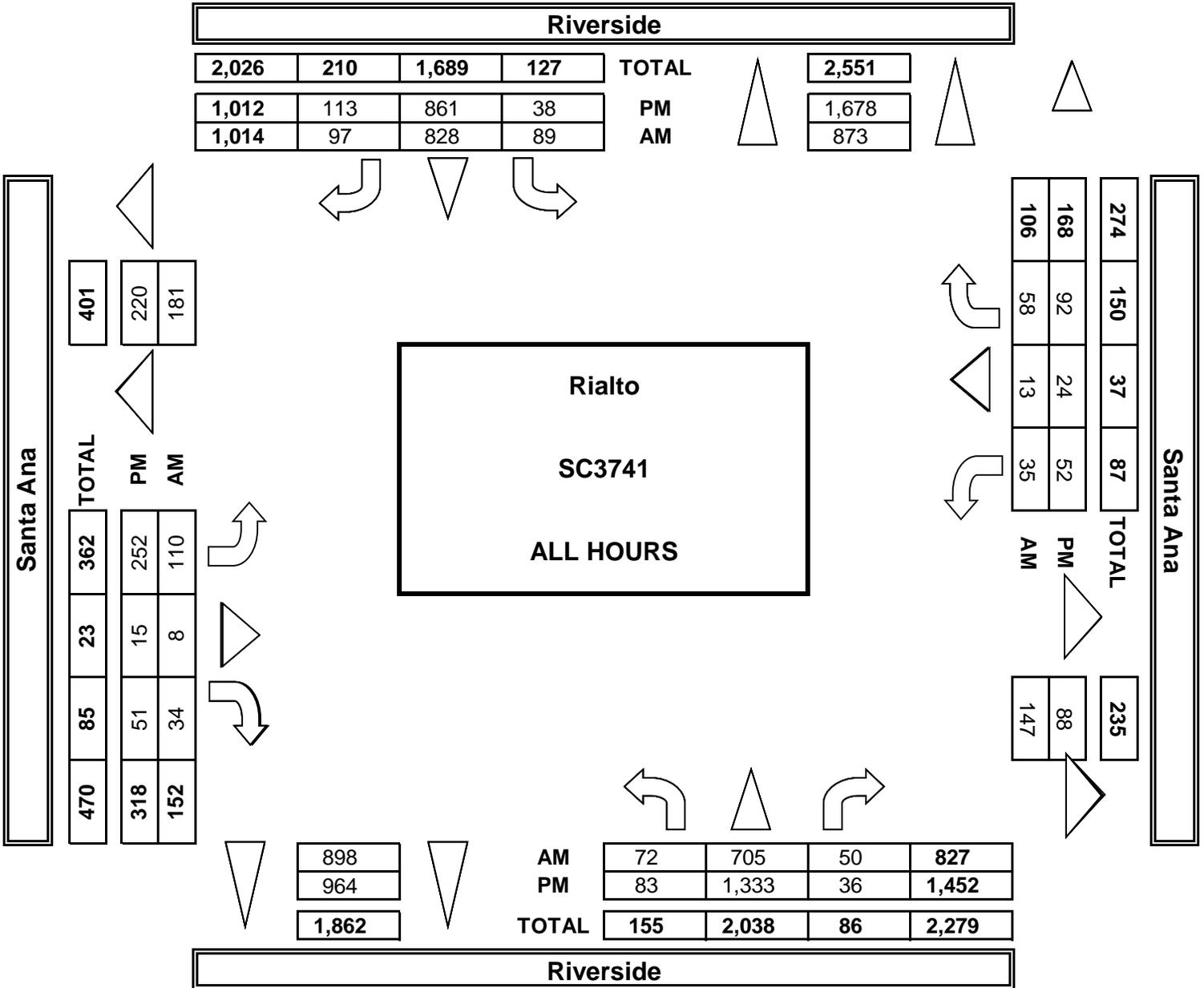
PROJECT #: SC3741
LOCATION #: 2
CONTROL: SIGNAL

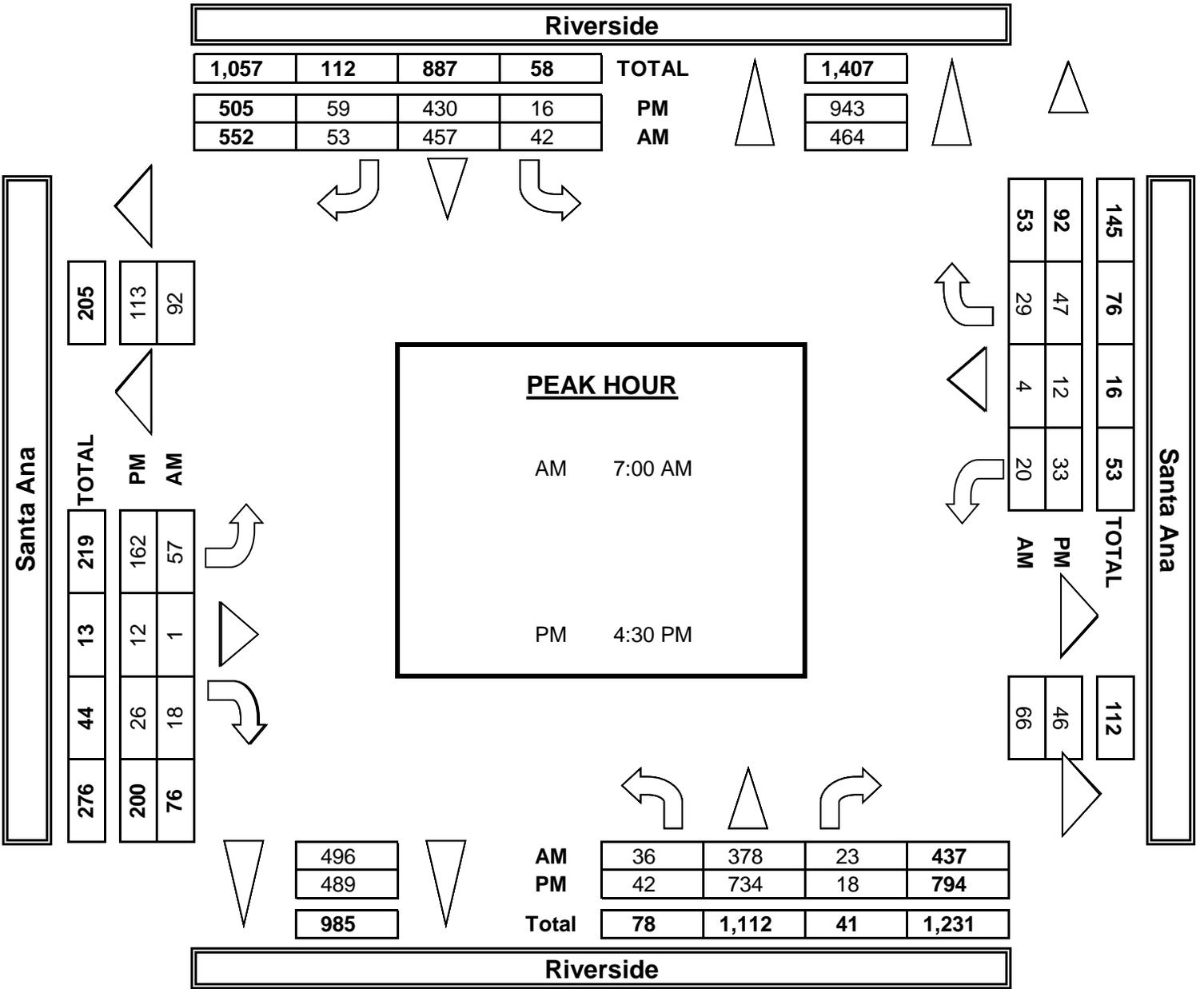
NOTES:	AM	PM	MD	OTHER	OTHER	▲ N	◀ W	E ▶	S ▼
--------	----	----	----	-------	-------	--------	-----	-----	--------

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Riverside			Riverside			Santa Ana			Santa Ana			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	0	1	0	1	1	0	

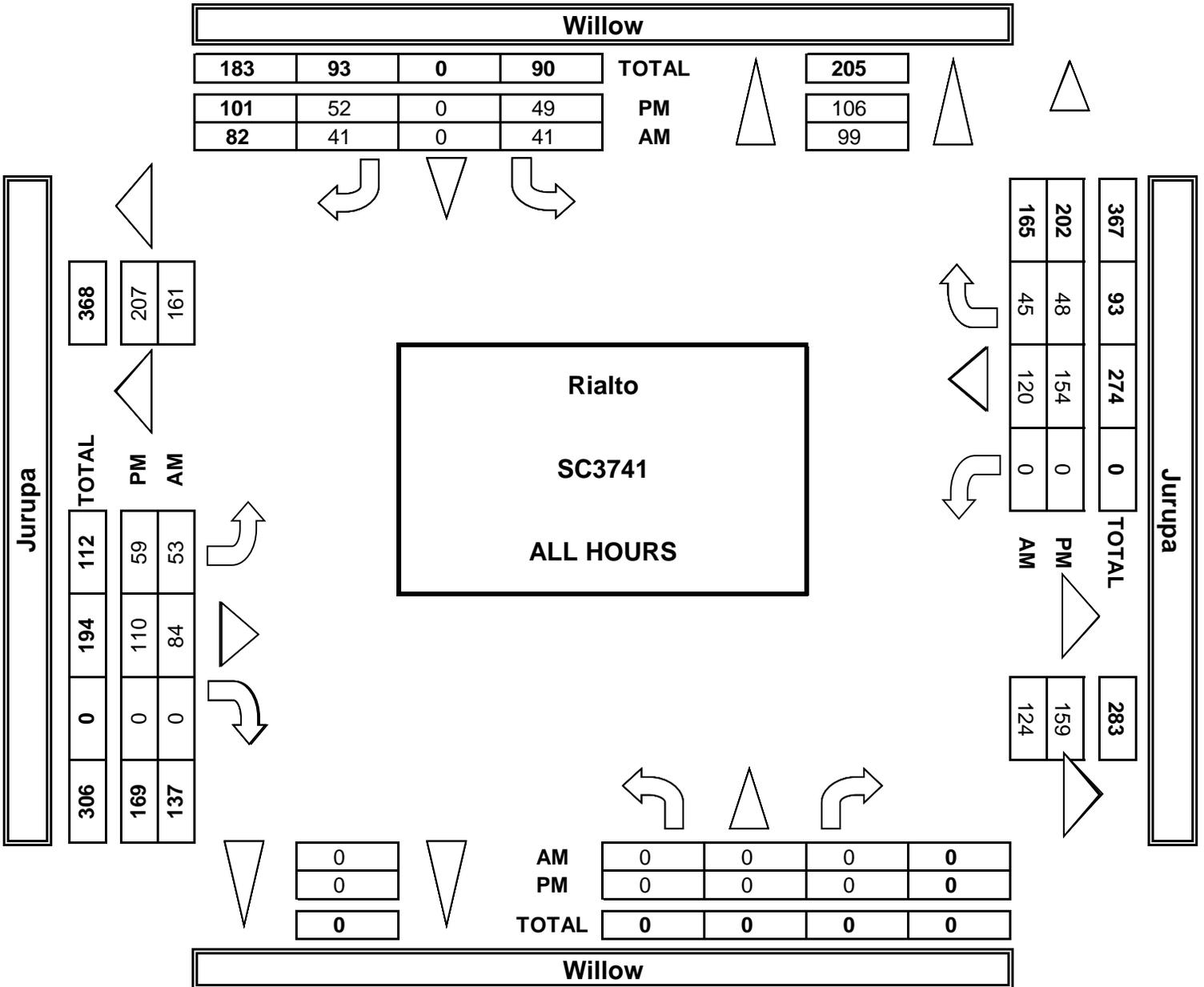
AM	7:00 AM	10	105	9	9	100	13	11	1	2	9	0	5	274
	7:15 AM	10	94	5	8	121	13	9	0	3	2	2	9	276
	7:30 AM	3	78	6	17	112	15	18	0	9	5	1	7	271
	7:45 AM	13	101	3	8	124	12	19	0	4	4	1	8	297
	8:00 AM	10	74	8	6	96	18	8	1	9	2	2	8	242
	8:15 AM	9	95	1	15	88	15	11	2	2	6	1	6	251
	8:30 AM	7	87	6	8	108	6	21	1	4	3	3	6	260
	8:45 AM	10	71	12	18	79	5	13	3	1	4	3	9	228
	VOLUMES	72	705	50	89	828	97	110	8	34	35	13	58	2,099
	APPROACH %	9%	85%	6%	9%	82%	10%	72%	5%	22%	33%	12%	55%	
APP/DEPART	827	/	873	1,014	/	898	152	/	147	106	/	181	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	36	378	23	42	457	53	57	1	18	20	4	29	1,118	
APPROACH %	8%	86%	5%	8%	83%	10%	75%	1%	24%	38%	8%	55%		
PEAK HR FACTOR	0.881			0.958			0.704			0.946			0.941	
APP/DEPART	437	/	464	552	/	496	76	/	66	53	/	92	0	
PM	4:00 PM	17	146	9	5	105	19	31	1	8	5	2	17	365
	4:15 PM	13	171	3	11	83	9	35	1	6	9	8	19	368
	4:30 PM	11	152	6	5	98	8	36	0	8	12	5	17	358
	4:45 PM	9	195	2	4	126	22	40	1	5	4	2	12	422
	5:00 PM	10	196	2	6	112	15	47	10	8	11	3	14	434
	5:15 PM	12	191	8	1	94	14	39	1	5	6	2	4	377
	5:30 PM	6	168	2	4	119	15	20	1	4	3	0	6	348
	5:45 PM	5	114	4	2	124	11	4	0	7	2	2	3	278
	VOLUMES	83	1,333	36	38	861	113	252	15	51	52	24	92	2,950
	APPROACH %	6%	92%	2%	4%	85%	11%	79%	5%	16%	31%	14%	55%	
APP/DEPART	1,452	/	1,678	1,012	/	964	318	/	88	168	/	220	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	42	734	18	16	430	59	162	12	26	33	12	47	1,591	
APPROACH %	5%	92%	2%	3%	85%	12%	81%	6%	13%	36%	13%	51%		
PEAK HR FACTOR	0.941			0.831			0.769			0.676			0.916	
APP/DEPART	794	/	943	505	/	489	200	/	46	92	/	113	0	

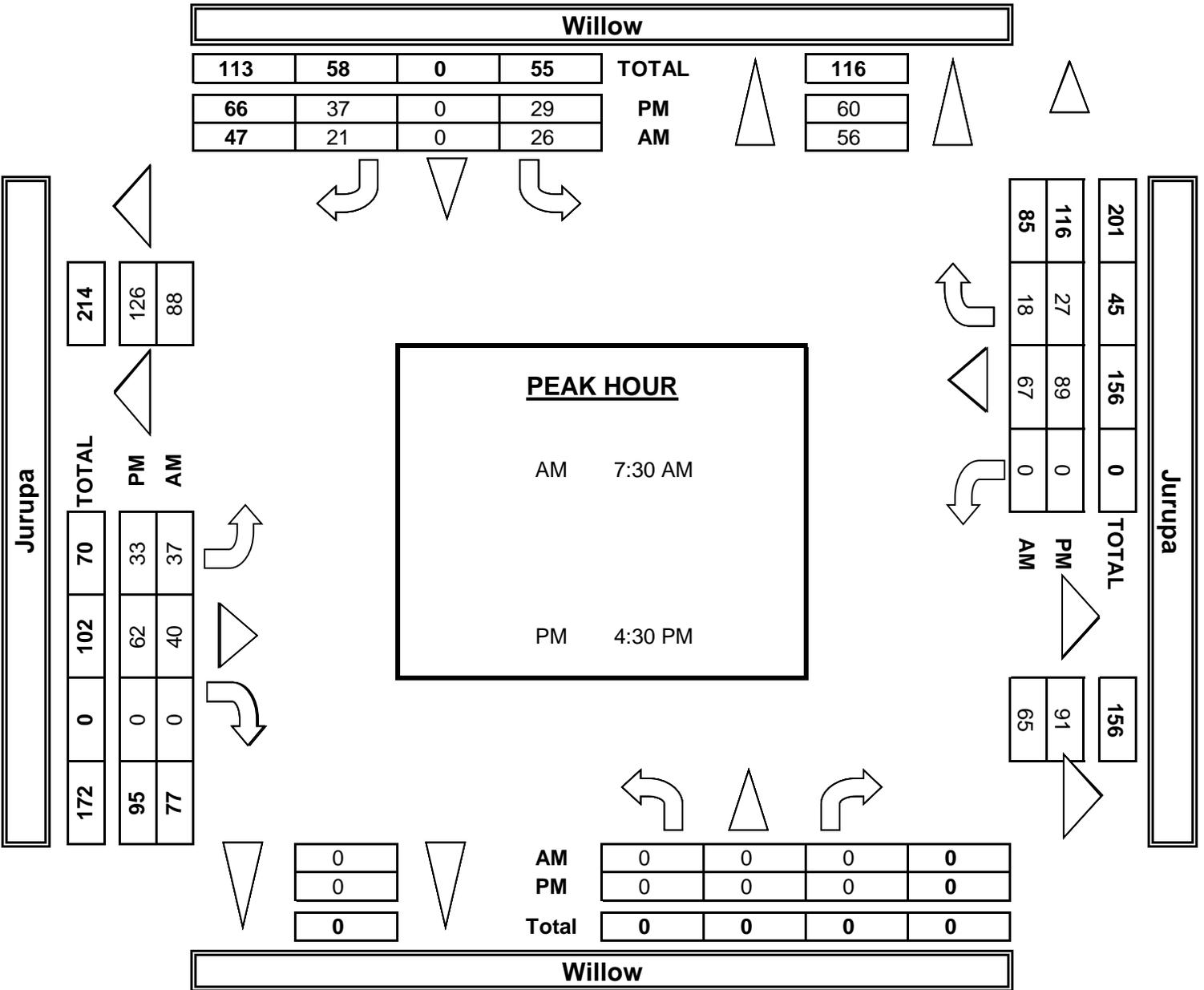
AimTD LLC
TURNING MOVEMENT COUNTS





AimTD LLC
TURNING MOVEMENT COUNTS





APPENDIX B-2

**TRAFFIC COUNT DATA
SHEETS-
PASSENGER CAR
EQUIVALENT (PCE)
ADJUSTED**

INTERSECTION TURNING MOVEMENT COUNTS
PCE ADJUSTED

DATE:
11/10/22
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Rialto
Willow
Santa Ana

PROJECT #: SC3741
LOCATION #: 1
CONTROL: STOP ALL

PCE Adjusted	NOTES:						AM PM MD OTHER	◀ W	▲ N S ▼	E ▶	
	Class	1	2	3	4	5					6
	Factor	1	1.5	2	3	2					2

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Willow NL	Willow NT	Willow NR	Willow SL	Willow ST	Willow SR	Santa Ana EL	Santa Ana ET	Santa Ana ER	Santa Ana WL	Santa Ana WT	Santa Ana WR	
	0	1	0	0	1	0	0	1	0	0	1	1	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Willow NL	Willow NT	Willow NR	Willow SL	Willow ST	Willow SR	Santa Ana EL	Santa Ana ET	Santa Ana ER	Santa Ana WL	Santa Ana WT	Santa Ana WR	
AM													
7:00 AM	9	12	8	5	8	4	2	9	2	8	17	5	89
7:15 AM	2	12	3	5	13	2	3	14	3	6	25	3	89
7:30 AM	4	18	17	0	9	6	3	17	6	6	20	4	107
7:45 AM	0	13	9	8	20	2	3	21	0	12	23	0	108
8:00 AM	0	14	11	5	8	1	4	13	1	13	29	3	100
8:15 AM	5	15	9	0	11	4	0	12	2	8	15	6	86
8:30 AM	3	8	27	0	14	3	2	33	6	7	18	3	122
8:45 AM	0	18	8	3	10	2	2	15	2	3	19	6	85
VOLUMES	22	108	89	26	91	23	19	132	22	62	164	29	785
APPROACH %	10%	49%	41%	18%	65%	16%	11%	77%	12%	24%	64%	11%	
APP/DEPART	219	/	156	139	/	174	173	/	247	255	/	208	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	9	59	45	13	47	12	10	62	9	38	86	13	400
APPROACH %	8%	53%	40%	18%	65%	17%	12%	77%	11%	28%	63%	9%	
PEAK HR FACTOR	0.737			0.606			0.789			0.782			0.926
APP/DEPART	112	/	82	72	/	93	81	/	120	136	/	106	0
PM													
4:00 PM	1	10	6	2	12	0	6	40	3	6	45	12	140
4:15 PM	5	14	20	0	10	0	2	27	6	3	39	2	127
4:30 PM	3	10	11	2	11	3	4	40	2	4	27	2	118
4:45 PM	0	8	12	1	11	5	7	50	3	11	34	8	148
5:00 PM	3	9	16	2	4	4	4	67	8	0	27	2	145
5:15 PM	1	15	7	3	10	2	4	40	7	3	23	6	121
5:30 PM	1	15	7	2	20	0	1	19	1	6	19	2	91
5:45 PM	1	7	1	4	2	4	7	11	1	4	20	4	66
VOLUMES	15	87	79	16	79	18	35	292	31	36	232	37	955
APPROACH %	8%	48%	44%	14%	70%	16%	10%	82%	9%	12%	76%	12%	
APP/DEPART	181	/	158	112	/	145	357	/	387	305	/	265	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	11	40	58	5	36	12	17	183	19	18	126	14	537
APPROACH %	10%	37%	53%	9%	68%	23%	8%	84%	8%	11%	80%	9%	
PEAK HR FACTOR	0.708			0.765			0.690			0.757			0.909
APP/DEPART	109	/	71	52	/	72	218	/	245	158	/	149	0

INTERSECTION TURNING MOVEMENT COUNTS
PCE ADJUSTED

DATE:
11/10/22
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Rialto
Riverside
Santa Ana

PROJECT #: SC3741
LOCATION #: 2
CONTROL: SIGNAL

PCE Adjusted	NOTES:										AM PM MD OTHER	▲ N S ▼	◀ W E ▶
	Class	1	2	3	4	5	6						
	Factor	1	1.5	2	3	2	2						

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Riverside			Riverside			Santa Ana			Santa Ana			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	0	1	0	1	1	0	

AM	7:00 AM	14	162	16	15	136	14	18	1	3	22	0	11	410
	7:15 AM	15	136	12	14	159	18	13	0	4	4	5	21	399
	7:30 AM	5	118	10	41	137	22	32	0	9	11	3	20	407
	7:45 AM	18	150	7	15	176	16	29	0	7	10	3	19	449
	8:00 AM	14	93	16	11	139	26	13	3	17	5	4	20	360
	8:15 AM	9	141	2	32	139	19	17	2	2	15	1	12	389
	8:30 AM	11	135	10	16	181	11	40	3	7	6	6	14	437
	8:45 AM	13	110	19	33	128	5	27	4	3	9	3	22	373
	VOLUMES	97	1,043	91	177	1,193	130	187	13	51	80	24	137	3,221
	APPROACH %	8%	85%	7%	12%	80%	9%	75%	5%	20%	33%	10%	57%	
APP/DEPART	1,231	/	1,367	1,499	/	1,324	251	/	281	241	/	250	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	51	564	45	85	607	69	91	1	23	47	11	71	1,663	
APPROACH %	8%	85%	7%	11%	80%	9%	79%	1%	20%	37%	8%	55%		
PEAK HR FACTOR	0.864													
APP/DEPART	660	/	726	761	/	676	115	/	131	128	/	131	0	
PM	4:00 PM	30	179	18	6	136	25	32	3	11	8	6	24	475
	4:15 PM	20	201	7	18	116	10	42	1	10	10	15	26	473
	4:30 PM	13	186	18	8	123	9	46	0	8	15	7	28	458
	4:45 PM	13	230	4	7	180	34	47	2	6	8	3	17	549
	5:00 PM	13	232	5	16	155	17	57	27	11	18	3	19	572
	5:15 PM	16	220	22	1	125	16	46	3	5	11	2	6	471
	5:30 PM	7	192	4	6	149	20	23	2	4	8	0	12	425
	5:45 PM	7	135	10	2	151	14	6	0	9	6	4	9	353
	VOLUMES	117	1,572	88	63	1,133	143	297	38	64	82	39	140	3,774
	APPROACH %	7%	88%	5%	5%	85%	11%	75%	10%	16%	31%	15%	54%	
APP/DEPART	1,777	/	2,009	1,339	/	1,278	399	/	189	260	/	299	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	54	867	49	32	582	75	195	32	30	51	15	70	2,049	
APPROACH %	6%	89%	5%	5%	85%	11%	76%	13%	12%	38%	11%	51%		
PEAK HR FACTOR	0.941													
APP/DEPART	970	/	1,131	688	/	662	256	/	113	135	/	143	0	

INTERSECTION TURNING MOVEMENT COUNTS
PCE ADJUSTED

DATE:
12/1/22
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Rialto
Willow
Jurupa

PROJECT #: SC3741
LOCATION #: 3
CONTROL: STOP ALL

PCE Adjusted	NOTES:						AM PM MD OTHER	▲ N S ▼	◀ W E ▶	
	Class	1	2	3	4	5				6
	Factor	1	1.5	2	3	2				2

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 1	

AM	7:00 AM	0	0	0	9	0	7	10	12	0	0	12	11	60
	7:15 AM	0	0	0	2	0	8	5	12	0	0	10	11	47
	7:30 AM	0	0	0	6	0	8	15	17	0	0	24	5	73
	7:45 AM	0	0	0	9	0	7	19	19	0	0	21	7	80
	8:00 AM	0	0	0	12	0	9	9	9	0	0	25	6	69
	8:15 AM	0	0	0	13	0	8	8	12	0	0	29	6	75
	8:30 AM	0	0	0	3	0	8	1	16	0	0	20	6	53
	8:45 AM	0	0	0	6	0	10	4	14	0	0	27	12	72
	VOLUMES	0	0	0	58	0	62	70	109	0	0	166	63	527
	APPROACH %	0%	0%	0%	48%	0%	52%	39%	61%	0%	0%	73%	27%	
APP/DEPART	0	/	133	120	/	0	179	/	167	229	/	228	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	38	0	31	51	56	0	0	99	23	297	
APPROACH %	0%	0%	0%	55%	0%	45%	47%	53%	0%	0%	81%	19%		
PEAK HR FACTOR	0.000			0.835			0.710			0.868			0.927	
APP/DEPART	0	/	74	69	/	0	107	/	94	122	/	129	0	
PM	4:00 PM	0	0	0	8	0	1	21	19	0	0	23	3	75
	4:15 PM	0	0	0	5	0	6	18	17	0	0	15	12	71
	4:30 PM	0	0	0	8	0	7	15	10	0	0	32	17	88
	4:45 PM	0	0	0	8	0	10	8	21	0	0	30	7	83
	5:00 PM	0	0	0	8	0	12	11	19	0	0	23	8	81
	5:15 PM	0	0	0	10	0	16	16	27	0	0	33	3	103
	5:30 PM	0	0	0	6	0	5	5	18	0	0	24	7	65
	5:45 PM	0	0	0	5	0	6	5	8	0	0	19	7	49
	VOLUMES	0	0	0	57	0	61	98	137	0	0	198	63	612
	APPROACH %	0%	0%	0%	48%	0%	52%	42%	58%	0%	0%	76%	24%	
APP/DEPART	0	/	160	118	/	0	234	/	194	260	/	259	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	0	34	0	44	50	76	0	0	118	34	354	
APPROACH %	0%	0%	0%	43%	0%	57%	39%	61%	0%	0%	78%	22%		
PEAK HR FACTOR	0.000			0.760			0.738			0.778			0.859	
APP/DEPART	0	/	83	78	/	0	126	/	110	151	/	162	0	

APPENDIX C

INTERSECTION ANALYSIS
WORKSHEETS

APPENDIX C-1

INTERSECTION ANALYSIS
WORKSHEETS -
EXISTING CONDITIONS

2720 Willow Avenue Warehouse

Vistro File: K:\...\2720 Willow AM.vistro

Scenario 1 EX AM

Report File: K:\...\1 EX AM.pdf

11/1/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Willow Avenue at Santa Ana Avenue	All-way stop	HCM 7th Edition	WB Thru	0.331	9.9	A
2	Riverside Avenue at Santa Ana Avenue	Signalized	HCM 7th Edition	NB Left	0.614	17.9	B
3	Willow Avenue at Jurupa Avenue	All-way stop	HCM 7th Edition	WB Thru	0.233	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: Willow Avenue at Santa Ana Avenue

Control Type:	All-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.331

Intersection Setup

Name	Willow Avenue			Willow Avenue			Santa Ana Avenue			Santa Ana Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⊕			⊕			⊕r			⊕r		
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	0	0	0	0	0	1	0	0	1
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]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Willow Avenue			Willow Avenue			Santa Ana Avenue			Santa Ana Avenue		
Base Volume Input [veh/h]	14	93	71	20	74	19	16	97	14	60	135	20
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
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
Total Hourly Volume [veh/h]	14	93	71	20	74	19	16	97	14	60	135	20
Peak Hour Factor	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260
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]	4	25	19	5	20	5	4	26	4	16	36	5
Total Analysis Volume [veh/h]	15	100	77	22	80	21	17	105	15	65	146	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	745	707	635	735	639	753
Degree of Utilization, x	0.26	0.17	0.19	0.02	0.33	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.03	0.63	0.71	0.06	1.44	0.09
95th-Percentile Queue Length [ft]	25.68	15.65	17.67	1.56	36.07	2.25
Approach Delay [s/veh]	9.51	9.16	9.50		10.77	
Approach LOS	A	A	A		B	
Intersection Delay [s/veh]	9.87					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Riverside Avenue at Santa Ana Avenue

Control Type:	Signalized	Delay (sec / veh):	17.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.614

Intersection Setup

Name	Riverside Avenue			Riverside Avenue			Santa Ana Avenue			Santa Ana Avenue		
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	1	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	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Riverside Avenue			Riverside Avenue			Santa Ana Avenue			Santa Ana Avenue		
Base Volume Input [veh/h]	72	975	58	76	1220	122	89	29	63	39	39	69
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]	72	975	58	76	1220	122	89	29	63	39	39	69
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	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]	19	263	16	20	329	33	24	8	17	11	11	19
Total Analysis Volume [veh/h]	78	1052	63	82	1316	132	96	31	68	42	42	74
Presence of On-Street Parking	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]	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	Protecte	Permiss							
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [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
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]	40	22	0	42	24	0	0	26	0	0	26	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	10	0	0	7	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]	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]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	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	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	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	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	54	54	5	54	54	19	19	19
g / C, Green / Cycle	0.06	0.60	0.60	0.06	0.60	0.60	0.21	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.04	0.30	0.30	0.05	0.39	0.39	0.18	0.03	0.07
s, saturation flow rate [veh/h]	1810	1900	1863	1810	1900	1840	1075	1317	1708
c, Capacity [veh/h]	107	1139	1116	112	1144	1108	281	83	351
d1, Uniform Delay [s]	41.64	10.27	10.27	41.48	11.58	11.66	36.38	30.31	30.48
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.21	1.53	1.57	8.83	2.75	2.91	3.31	4.78	0.55
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.49	0.49	0.73	0.64	0.65	0.69	0.51	0.33
d, Delay for Lane Group [s/veh]	50.85	11.80	11.84	50.30	14.33	14.57	39.69	35.09	31.02
Lane Group LOS	D	B	B	D	B	B	D	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.96	6.19	6.09	2.04	9.28	9.18	4.38	0.87	2.16
50th-Percentile Queue Length [ft/ln]	48.94	154.76	152.16	51.09	231.95	229.42	109.49	21.73	54.07
95th-Percentile Queue Length [veh/ln]	3.52	10.27	10.13	3.68	14.27	14.14	7.81	1.56	3.89
95th-Percentile Queue Length [ft/ln]	88.09	256.76	253.31	91.97	356.83	353.62	195.29	39.12	97.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.85	11.82	11.84	50.30	14.44	14.57	39.69	39.69	39.69	35.09	31.02	31.02
Movement LOS	D	B	B	D	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	14.37			16.37			39.69			32.10		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	17.88											
Intersection LOS	B											
Intersection V/C	0.614											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersectio	2.940	0.000	1.934	2.050
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	444	489	489
d_b, Bicycle Delay [s]	28.80	27.22	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	2.544	2.822	1.881	1.820
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Willow Avenue at Jurupa Avenue

Control Type:	All-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):	0.233

Intersection Setup

Name	Willow Avenue		Jurupa Avenue		Jurupa Avenue	
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	1
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	No		No		No	

Volumes

Name	Willow Avenue		Jurupa Avenue		Jurupa Avenue	
Base Volume Input [veh/h]	60	49	80	88	155	36
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]	60	49	80	88	155	36
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	13	22	24	42	10
Total Analysis Volume [veh/h]	65	53	86	95	167	39
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	778	778	728	848
Degree of Utilization, x	0.15	0.23	0.23	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.53	0.90	0.88	0.14
95th-Percentile Queue Length [ft]	13.34	22.46	22.06	3.61
Approach Delay [s/veh]	8.46	9.02	8.74	
Approach LOS	A	A	A	
Intersection Delay [s/veh]	8.78			
Intersection LOS	A			

2720 Willow Avenue Warehouse

Vistro File: K:\...\2720 Willow PM.vistro

Scenario 1 EX PM

Report File: K:\...\1 EX PM.pdf

11/1/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Willow Avenue at Santa Ana Avenue	All-way stop	HCM 7th Edition	EB Thru	0.316	9.4	A
2	Riverside Avenue at Santa Ana Avenue	Signalized	HCM 7th Edition	SB Left	0.758	24.4	C
3	Willow Avenue at Jurupa Avenue	All-way stop	HCM 7th Edition	WB Thru	0.184	8.3	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: Willow Avenue at Santa Ana Avenue

Control Type:	All-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.316

Intersection Setup

Name	Willow Avenue			Willow Avenue			Santa Ana Avenue			Santa Ana Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			+r		
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	0	0	0	0	0	1	0	0	1
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]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Willow Avenue			Willow Avenue			Santa Ana Avenue			Santa Ana Avenue		
Base Volume Input [veh/h]	11	40	58	5	36	12	17	183	19	18	126	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
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
Total Hourly Volume [veh/h]	11	40	58	5	36	12	17	183	19	18	126	14
Peak Hour Factor	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090
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]	3	11	16	1	10	3	5	50	5	5	35	4
Total Analysis Volume [veh/h]	12	44	64	6	40	13	19	201	21	20	139	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	766	724	696	814	686	803
Degree of Utilization, x	0.16	0.08	0.32	0.03	0.23	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.55	0.27	1.36	0.08	0.89	0.06
95th-Percentile Queue Length [ft]	13.83	6.63	33.88	1.98	22.35	1.43
Approach Delay [s/veh]	8.57	8.41	9.98		9.34	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	9.35					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Riverside Avenue at Santa Ana Avenue

Control Type:	Signalized	Delay (sec / veh):	24.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.758

Intersection Setup

Name	Riverside Avenue			Riverside Avenue			Santa Ana Avenue			Santa Ana Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	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	1	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	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Riverside Avenue			Riverside Avenue			Santa Ana Avenue			Santa Ana Avenue		
Base Volume Input [veh/h]	87	1299	18	57	1564	80	112	15	98	38	19	66
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]	87	1299	18	57	1564	80	112	15	98	38	19	66
Peak Hour Factor	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960
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]	24	362	5	16	436	22	31	4	27	11	5	18
Total Analysis Volume [veh/h]	97	1450	20	64	1746	89	125	17	109	42	21	74
Presence of On-Street Parking	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]	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	Protecte	Permiss							
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [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
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	55	0	9	54	0	0	26	0	0	26	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	10	0	0	7	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]	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]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	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	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	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	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	53	53	4	51	51	21	21	21
g / C, Green / Cycle	0.07	0.58	0.58	0.05	0.56	0.56	0.24	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.05	0.39	0.39	0.04	0.48	0.49	0.21	0.03	0.06
s, saturation flow rate [veh/h]	1810	1900	1891	1810	1900	1868	1173	1285	1670
c, Capacity [veh/h]	121	1111	1105	83	1071	1053	337	83	395
d1, Uniform Delay [s]	41.42	12.67	12.69	42.48	16.57	16.82	35.15	28.06	27.83
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.19	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.68	3.12	3.15	14.01	8.87	9.83	5.59	4.73	0.31
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.66	0.66	0.77	0.86	0.87	0.74	0.51	0.24
d, Delay for Lane Group [s/veh]	53.10	15.79	15.84	56.49	25.44	26.65	40.74	32.79	28.14
Lane Group LOS	D	B	B	E	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.49	9.99	9.97	1.71	16.91	17.34	5.79	0.84	1.67
50th-Percentile Queue Length [ft/ln]	62.19	249.68	249.37	42.85	422.87	433.49	144.67	20.90	41.65
95th-Percentile Queue Length [veh/ln]	4.48	15.17	15.15	3.09	23.66	24.17	9.73	1.50	3.00
95th-Percentile Queue Length [ft/ln]	111.93	379.25	378.86	77.13	591.49	604.21	243.30	37.62	74.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.10	15.82	15.84	56.49	26.02	26.65	40.74	40.74	40.74	32.79	28.14	28.14
Movement LOS	D	B	B	E	C	C	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	18.12			27.07			40.74			29.57		
Approach LOS	B			C			D			C		
d_I, Intersection Delay [s/veh]	24.41											
Intersection LOS	C											
Intersection V/C	0.758											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersectio	3.077	0.000	1.940	2.019
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1133	1111	489	489
d_b, Bicycle Delay [s]	8.45	8.89	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	2.852	3.126	1.974	1.786
Bicycle LOS	C	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Willow Avenue at Jurupa Avenue

Control Type:	All-way stop	Delay (sec / veh):	8.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.184

Intersection Setup

Name	Willow Avenue		Jurupa Avenue		Jurupa Avenue	
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	1
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	No		No		No	

Volumes

Name	Willow Avenue		Jurupa Avenue		Jurupa Avenue	
Base Volume Input [veh/h]	34	44	50	76	118	34
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]	34	44	50	76	118	34
Peak Hour Factor	0.8590	0.8590	0.8590	0.8590	0.8590	0.8590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	13	15	22	34	10
Total Analysis Volume [veh/h]	40	51	58	88	137	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	822	802	745	872
Degree of Utilization, x	0.11	0.18	0.18	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.37	0.66	0.67	0.14
95th-Percentile Queue Length [ft]	9.30	16.55	16.74	3.60
Approach Delay [s/veh]	7.92	8.48	8.25	
Approach LOS	A	A	A	
Intersection Delay [s/veh]	8.26			
Intersection LOS	A			

APPENDIX C-2

**INTERSECTION ANALYSIS
WORKSHEETS -
OPENING YEAR 2024**

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Willow Avenue at Santa Ana Avenue	All-way stop	HCM 7th Edition	WB Thru	0.346	10.1	B
2	Riverside Avenue at Santa Ana Avenue	Signalized	HCM 7th Edition	NB Left	0.639	18.9	B
3	Willow Avenue at Jurupa Avenue	All-way stop	HCM 7th Edition	WB Thru	0.244	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: Willow Avenue at Santa Ana Avenue

Control Type:	All-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.346

Intersection Setup

Name	Willow Avenue			Willow Avenue			Santa Ana Avenue			Santa Ana Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⊕			⊕			⊕r			⊕r		
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	0	0	0	0	0	1	0	0	1
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]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Willow Avenue			Willow Avenue			Santa Ana Avenue			Santa Ana Avenue		
Base Volume Input [veh/h]	14	93	71	20	74	19	16	97	14	60	135	20
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
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
Total Hourly Volume [veh/h]	15	97	74	21	77	20	17	101	15	62	140	21
Peak Hour Factor	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260
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]	4	26	20	6	21	5	5	27	4	17	38	6
Total Analysis Volume [veh/h]	16	105	80	23	83	22	18	109	16	67	151	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	733	695	625	723	630	742
Degree of Utilization, x	0.27	0.18	0.20	0.02	0.35	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.12	0.67	0.76	0.07	1.54	0.10
95th-Percentile Queue Length [ft]	27.89	16.76	18.90	1.70	38.54	2.40
Approach Delay [s/veh]	9.76	9.34	9.68		11.06	
Approach LOS	A	A	A		B	
Intersection Delay [s/veh]	10.11					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: Riverside Avenue at Santa Ana Avenue

Control Type:	Signalized	Delay (sec / veh):	18.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	Riverside Avenue			Riverside Avenue			Santa Ana Avenue			Santa Ana Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵			↵			+			↵		
Turning Movement	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	1	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	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Riverside Avenue			Riverside Avenue			Santa Ana Avenue			Santa Ana Avenue		
Base Volume Input [veh/h]	72	975	58	76	1220	122	89	29	63	39	39	69
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]	75	1014	60	79	1269	127	93	30	66	41	41	72
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	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]	20	273	16	21	342	34	25	8	18	11	11	19
Total Analysis Volume [veh/h]	81	1094	65	85	1369	137	100	32	71	44	44	78
Presence of On-Street Parking	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]	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	Protecte	Permiss							
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [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
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]	40	22	0	42	24	0	0	26	0	0	26	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	10	0	0	7	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]	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]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	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	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	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	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	53	53	6	53	53	19	19	19
g / C, Green / Cycle	0.06	0.59	0.59	0.06	0.59	0.59	0.21	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.04	0.31	0.31	0.05	0.40	0.41	0.19	0.03	0.07
s, saturation flow rate [veh/h]	1810	1900	1863	1810	1900	1840	1072	1312	1707
c, Capacity [veh/h]	110	1119	1097	116	1124	1089	289	82	365
d1, Uniform Delay [s]	41.53	10.99	11.00	41.37	12.50	12.61	36.09	29.78	29.95
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.13	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.99	1.75	1.79	8.64	3.27	3.50	3.83	5.30	0.53
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.52	0.52	0.73	0.68	0.68	0.70	0.53	0.33
d, Delay for Lane Group [s/veh]	50.52	12.74	12.79	50.01	15.77	16.11	39.92	35.09	30.49
Lane Group LOS	D	B	B	D	B	B	D	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.02	6.79	6.68	2.11	10.29	10.24	4.59	0.91	2.25
50th-Percentile Queue Length [ft/ln]	50.60	169.67	166.98	52.76	257.37	255.91	114.81	22.76	56.36
95th-Percentile Queue Length [veh/ln]	3.64	11.06	10.92	3.80	15.56	15.48	8.11	1.64	4.06
95th-Percentile Queue Length [ft/ln]	91.09	276.48	272.94	94.96	388.92	387.09	202.68	40.96	101.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.52	12.76	12.79	50.01	15.92	16.11	39.92	39.92	39.92	35.09	30.49	30.49
Movement LOS	D	B	B	D	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	15.23			17.76			39.92			31.71		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	18.91											
Intersection LOS	B											
Intersection V/C	0.639											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersectio	2.960	0.000	1.943	2.055
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	444	489	489
d_b, Bicycle Delay [s]	28.80	27.22	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	2.583	2.872	1.895	1.834
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Willow Avenue at Jurupa Avenue

Control Type:	All-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):	0.244

Intersection Setup

Name	Willow Avenue		Jurupa Avenue		Jurupa Avenue	
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	1
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	No		No		No	

Volumes

Name	Willow Avenue		Jurupa Avenue		Jurupa Avenue	
Base Volume Input [veh/h]	60	49	80	88	155	36
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	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
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]	62	51	83	92	161	37
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	14	22	25	43	10
Total Analysis Volume [veh/h]	67	55	90	99	174	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	771	775	725	845
Degree of Utilization, x	0.16	0.24	0.24	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.56	0.96	0.94	0.15
95th-Percentile Queue Length [ft]	14.00	23.90	23.38	3.72
Approach Delay [s/veh]	8.54	9.14	8.85	
Approach LOS	A	A	A	
Intersection Delay [s/veh]	8.88			
Intersection LOS	A			

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Willow Avenue at Santa Ana Avenue	All-way stop	HCM 7th Edition	EB Thru	0.331	9.5	A
2	Riverside Avenue at Santa Ana Avenue	Signalized	HCM 7th Edition	SB Left	0.789	27.3	C
3	Willow Avenue at Jurupa Avenue	All-way stop	HCM 7th Edition	WB Thru	0.193	8.3	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: Willow Avenue at Santa Ana Avenue

Control Type:	All-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.331

Intersection Setup

Name	Willow Avenue			Willow Avenue			Santa Ana Avenue			Santa Ana Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			+r		
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	0	0	0	0	0	1	0	0	1
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]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Willow Avenue			Willow Avenue			Santa Ana Avenue			Santa Ana Avenue		
Base Volume Input [veh/h]	11	40	58	5	36	12	17	183	19	18	126	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
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
Total Hourly Volume [veh/h]	11	42	60	5	37	12	18	190	20	19	131	15
Peak Hour Factor	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090
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]	3	12	17	1	10	3	5	52	6	5	36	4
Total Analysis Volume [veh/h]	12	46	66	6	41	13	20	209	22	21	144	17
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	759	716	692	809	682	798
Degree of Utilization, x	0.16	0.08	0.33	0.03	0.24	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.58	0.27	1.45	0.08	0.94	0.07
95th-Percentile Queue Length [ft]	14.55	6.84	36.15	2.10	23.62	1.63
Approach Delay [s/veh]	8.67	8.49	10.17		9.44	
Approach LOS	A	A	B		A	
Intersection Delay [s/veh]	9.49					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Riverside Avenue at Santa Ana Avenue

Control Type:	Signalized	Delay (sec / veh):	27.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.789

Intersection Setup

Name	Riverside Avenue			Riverside Avenue			Santa Ana Avenue			Santa Ana Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	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	1	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	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Riverside Avenue			Riverside Avenue			Santa Ana Avenue			Santa Ana Avenue		
Base Volume Input [veh/h]	87	1299	18	57	1564	80	112	15	98	38	19	66
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]	90	1351	19	59	1627	83	116	16	102	40	20	69
Peak Hour Factor	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960
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	377	5	16	454	23	32	4	28	11	6	19
Total Analysis Volume [veh/h]	100	1508	21	66	1816	93	129	18	114	45	22	77
Presence of On-Street Parking	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]	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	Protecte	Permiss							
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [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
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	55	0	9	54	0	0	26	0	0	26	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	10	0	0	7	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]	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]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	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	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	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	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	52	52	4	50	50	22	22	22
g / C, Green / Cycle	0.07	0.58	0.58	0.05	0.56	0.56	0.24	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.06	0.40	0.40	0.04	0.50	0.51	0.22	0.04	0.06
s, saturation flow rate [veh/h]	1810	1900	1891	1810	1900	1868	1171	1278	1671
c, Capacity [veh/h]	121	1095	1090	86	1059	1041	344	90	405
d1, Uniform Delay [s]	41.49	13.51	13.54	42.37	17.71	18.03	35.03	27.76	27.44
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.21	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.32	3.71	3.76	13.20	12.17	13.89	6.47	4.31	0.31
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.70	0.70	0.77	0.90	0.92	0.76	0.50	0.24
d, Delay for Lane Group [s/veh]	54.81	17.23	17.29	55.56	29.89	31.91	41.50	32.06	27.75
Lane Group LOS	D	B	B	E	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.61	11.03	11.02	1.75	19.32	20.03	6.09	0.88	1.72
50th-Percentile Queue Length [ft/ln]	65.27	275.67	275.58	43.74	482.91	500.73	152.36	22.07	43.04
95th-Percentile Queue Length [veh/ln]	4.70	16.47	16.47	3.15	26.52	27.37	10.14	1.59	3.10
95th-Percentile Queue Length [ft/ln]	117.49	411.81	411.70	78.72	663.11	684.22	253.58	39.72	77.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.81	17.26	17.29	55.56	30.85	31.91	41.50	41.50	41.50	32.06	27.75	27.75
Movement LOS	D	B	B	E	C	C	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	19.56			31.72			41.50			29.10		
Approach LOS	B			C			D			C		
d_I, Intersection Delay [s/veh]	27.32											
Intersection LOS	C											
Intersection V/C	0.789											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0		0.0		9.0		9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]	36.45		0.00		36.45		36.45
I_p,int, Pedestrian LOS Score for Intersectio	3.104		0.000		1.948		2.023
Crosswalk LOS	C		F		A		B
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]	1133		1111		489		489
d_b, Bicycle Delay [s]	8.45		8.89		25.69		25.69
I_b,int, Bicycle LOS Score for Intersection	2.904		3.189		1.990		1.797
Bicycle LOS	C		C		A		A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Willow Avenue at Jurupa Avenue

Control Type:	All-way stop	Delay (sec / veh):	8.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.193

Intersection Setup

Name	Willow Avenue		Jurupa Avenue		Jurupa Avenue	
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	1
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	No		No		No	

Volumes

Name	Willow Avenue		Jurupa Avenue		Jurupa Avenue	
Base Volume Input [veh/h]	34	44	50	76	118	34
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	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
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]	35	46	52	79	123	35
Peak Hour Factor	0.8590	0.8590	0.8590	0.8590	0.8590	0.8590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	13	15	23	36	10
Total Analysis Volume [veh/h]	41	54	61	92	143	41
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	817	799	743	869
Degree of Utilization, x	0.12	0.19	0.19	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.39	0.70	0.71	0.15
95th-Percentile Queue Length [ft]	9.82	17.61	17.71	3.71
Approach Delay [s/veh]	7.98	8.57	8.33	
Approach LOS	A	A	A	
Intersection Delay [s/veh]	8.34			
Intersection LOS	A			

APPENDIX C-3

**INTERSECTION ANALYSIS
WORKSHEETS -
OPENING YEAR 2024
PLUS PROJECT**

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Willow Avenue at Santa Ana Avenue	All-way stop	HCM 7th Edition	WB Thru	0.382	10.4	B
2	Riverside Avenue at Santa Ana Avenue	Signalized	HCM 7th Edition	NB Left	0.653	19.5	B
3	Willow Avenue at Jurupa Avenue	All-way stop	HCM 7th Edition	WB Thru	0.244	8.9	A
101	Willow Avenue at Northern Driveway	Two-way stop	HCM 7th Edition	EB Left	0.003	10.8	B
102	Willow Avenue at Southern Driveway	Two-way stop	HCM 7th Edition	EB Left	0.008	10.8	B

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: Willow Avenue at Santa Ana Avenue

Control Type:	All-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.382

Intersection Setup

Name	Willow Avenue			Willow Avenue			Santa Ana Avenue			Santa Ana Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			+r		
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	0	0	0	0	0	1	0	0	1
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]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Willow Avenue			Willow Avenue			Santa Ana Avenue			Santa Ana Avenue		
Base Volume Input [veh/h]	14	93	71	20	74	19	16	97	14	60	135	20
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
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	7	0	0	0	0	0	1	19	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
Total Hourly Volume [veh/h]	15	97	81	21	77	20	17	101	16	81	140	21
Peak Hour Factor	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260
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]	4	26	22	6	21	5	5	27	4	22	38	6
Total Analysis Volume [veh/h]	16	105	87	23	83	22	18	109	17	87	151	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	724	684	618	714	623	737
Degree of Utilization, x	0.29	0.19	0.21	0.02	0.38	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.19	0.68	0.77	0.07	1.79	0.10
95th-Percentile Queue Length [ft]	29.70	17.10	19.16	1.83	44.71	2.41
Approach Delay [s/veh]	9.97	9.47	9.77		11.63	
Approach LOS	A	A	A		B	
Intersection Delay [s/veh]	10.43					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: Riverside Avenue at Santa Ana Avenue

Control Type:	Signalized	Delay (sec / veh):	19.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.653

Intersection Setup

Name	Riverside Avenue			Riverside Avenue			Santa Ana Avenue			Santa Ana Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	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	1	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	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Riverside Avenue			Riverside Avenue			Santa Ana Avenue			Santa Ana Avenue		
Base Volume Input [veh/h]	72	975	58	76	1220	122	89	29	63	39	39	69
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	19	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	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	1014	60	79	1269	146	100	30	66	41	41	72
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	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]	20	273	16	21	342	39	27	8	18	11	11	19
Total Analysis Volume [veh/h]	81	1094	65	85	1369	157	108	32	71	44	44	78
Presence of On-Street Parking	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]	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	Protecte	Permiss							
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [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
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]	40	22	0	42	24	0	0	26	0	0	26	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	10	0	0	7	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]	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]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	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	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	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	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	52	52	6	53	53	20	20	20
g / C, Green / Cycle	0.06	0.58	0.58	0.06	0.58	0.58	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.04	0.31	0.31	0.05	0.41	0.41	0.20	0.03	0.07
s, saturation flow rate [veh/h]	1810	1900	1863	1810	1900	1833	1073	1312	1707
c, Capacity [veh/h]	110	1105	1083	116	1110	1071	298	82	378
d1, Uniform Delay [s]	41.53	11.39	11.39	41.37	13.08	13.22	35.89	29.17	29.39
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.15	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.99	1.82	1.86	8.64	3.59	3.90	4.25	5.35	0.49
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.53	0.53	0.73	0.69	0.70	0.71	0.54	0.32
d, Delay for Lane Group [s/veh]	50.52	13.20	13.25	50.01	16.67	17.12	40.14	34.52	29.89
Lane Group LOS	D	B	B	D	B	B	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.02	6.95	6.84	2.11	10.83	10.79	4.80	0.90	2.23
50th-Percentile Queue Length [ft/ln]	50.60	173.77	171.02	52.76	270.74	269.65	119.99	22.52	55.71
95th-Percentile Queue Length [veh/ln]	3.64	11.27	11.13	3.80	16.23	16.17	8.39	1.62	4.01
95th-Percentile Queue Length [ft/ln]	91.09	281.87	278.25	94.96	405.66	404.31	209.81	40.54	100.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.52	13.23	13.25	50.01	16.86	17.12	40.14	40.14	40.14	34.52	29.89	29.89
Movement LOS	D	B	B	D	B	B	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	15.66			18.64			40.14			31.11		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	19.54											
Intersection LOS	B											
Intersection V/C	0.653											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersectio	2.960	0.000	1.957	2.055
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	444	489	489
d_b, Bicycle Delay [s]	28.80	27.22	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	2.583	2.889	1.908	1.834
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Willow Avenue at Jurupa Avenue

Control Type:	All-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):	0.244

Intersection Setup

Name	Willow Avenue		Jurupa Avenue		Jurupa Avenue	
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	1
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	No		No		No	

Volumes

Name	Willow Avenue		Jurupa Avenue		Jurupa Avenue	
Base Volume Input [veh/h]	60	49	80	88	155	36
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	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	5
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]	63	51	83	92	161	42
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	14	22	25	43	11
Total Analysis Volume [veh/h]	68	55	90	99	174	45
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	769	773	724	844
Degree of Utilization, x	0.16	0.24	0.24	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.57	0.96	0.94	0.17
95th-Percentile Queue Length [ft]	14.18	23.95	23.40	4.22
Approach Delay [s/veh]	8.57	9.16	8.82	
Approach LOS	A	A	A	
Intersection Delay [s/veh]	8.88			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 101: Willow Avenue at Northern Driveway

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Willow Avenue		Willow Avenue		Northern Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↶		↷		↷	
Turning Movement	Left	Thru	Thru	Right	Left	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	No		No		Yes	

Volumes

Name	Willow Avenue		Willow Avenue		Northern Driveway	
Base Volume Input [veh/h]	0	178	148	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	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	13	7	2	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	190	167	7	2	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	50	44	2	1	0
Total Analysis Volume [veh/h]	0	200	176	7	2	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
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]	7.56	0.00	0.00	0.00	10.77	9.16
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.24	0.24
d_A, Approach Delay [s/veh]	0.00		0.00		10.77	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 102: Willow Avenue at Southern Driveway

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Willow Avenue		Willow Avenue		Southern Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↶		↷		↷	
Turning Movement	Left	Thru	Thru	Right	Left	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	No		No		Yes	

Volumes

Name	Willow Avenue		Willow Avenue		Southern Driveway	
Base Volume Input [veh/h]	0	178	148	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	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	13	5	1
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]	5	185	154	13	5	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	49	41	3	1	0
Total Analysis Volume [veh/h]	5	195	162	14	5	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
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	0.01	0.00
d_M, Delay for Movement [s/veh]	7.55	0.00	0.00	0.00	10.78	9.14
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.21	0.21	0.00	0.00	0.69	0.69
d_A, Approach Delay [s/veh]	0.19		0.00		10.50	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	B					

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Willow Avenue at Santa Ana Avenue	All-way stop	HCM 7th Edition	EB Thru	0.336	9.7	A
2	Riverside Avenue at Santa Ana Avenue	Signalized	HCM 7th Edition	NB Left	0.826	28.7	C
3	Willow Avenue at Jurupa Avenue	All-way stop	HCM 7th Edition	WB Thru	0.193	8.3	A
101	Willow Avenue at Northern Driveway	Two-way stop	HCM 7th Edition	EB Left	0.010	9.7	A
102	Willow Avenue at Southern Driveway	Two-way stop	HCM 7th Edition	EB Left	0.023	9.7	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: Willow Avenue at Santa Ana Avenue

Control Type:	All-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.336

Intersection Setup

Name	Willow Avenue			Willow Avenue			Santa Ana Avenue			Santa Ana Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⊕			⊕			⊕r			⊕r		
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	0	0	0	0	0	1	0	0	1
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]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Willow Avenue			Willow Avenue			Santa Ana Avenue			Santa Ana Avenue		
Base Volume Input [veh/h]	11	40	58	5	36	12	17	183	19	18	126	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
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]	1	0	24	0	0	0	0	0	0	8	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
Total Hourly Volume [veh/h]	12	42	84	5	37	12	18	190	20	27	131	15
Peak Hour Factor	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090
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]	3	12	23	1	10	3	5	52	6	7	36	4
Total Analysis Volume [veh/h]	13	46	92	6	41	13	20	209	22	30	144	17
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	759	704	681	793	668	783
Degree of Utilization, x	0.20	0.09	0.34	0.03	0.26	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.74	0.28	1.48	0.09	1.04	0.07
95th-Percentile Queue Length [ft]	18.42	6.96	37.04	2.14	25.98	1.66
Approach Delay [s/veh]	8.91	8.59	10.36		9.75	
Approach LOS	A	A	B		A	
Intersection Delay [s/veh]	9.68					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Riverside Avenue at Santa Ana Avenue

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):	0.826

Intersection Setup

Name	Riverside Avenue			Riverside Avenue			Santa Ana Avenue			Santa Ana Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	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	1	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	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Riverside Avenue			Riverside Avenue			Santa Ana Avenue			Santa Ana Avenue		
Base Volume Input [veh/h]	87	1299	18	57	1564	80	112	15	98	38	19	66
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	8	24	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]	90	1351	19	59	1627	91	140	16	102	40	20	69
Peak Hour Factor	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960
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	377	5	16	454	25	39	4	28	11	6	19
Total Analysis Volume [veh/h]	100	1508	21	66	1816	102	156	18	114	45	22	77
Presence of On-Street Parking	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]	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	Protecte	Permiss							
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [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
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	55	0	9	54	0	0	26	0	0	26	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	10	0	0	7	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]	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]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	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	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	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	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	52	52	4	50	50	22	22	22
g / C, Green / Cycle	0.07	0.57	0.57	0.05	0.56	0.56	0.24	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.06	0.40	0.40	0.04	0.50	0.51	0.26	0.04	0.06
s, saturation flow rate [veh/h]	1810	1900	1891	1810	1900	1865	1121	1278	1671
c, Capacity [veh/h]	121	1089	1084	89	1056	1036	336	110	408
d1, Uniform Delay [s]	41.49	13.73	13.75	42.23	17.95	18.30	36.59	27.45	27.31
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.28	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.32	3.80	3.85	11.52	12.90	14.94	14.85	2.41	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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.83	0.70	0.70	0.74	0.91	0.93	0.86	0.41	0.24
d, Delay for Lane Group [s/veh]	54.81	17.54	17.60	53.75	30.84	33.24	51.44	29.86	27.61
Lane Group LOS	D	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.61	11.10	11.10	1.72	19.71	20.54	7.63	0.84	1.72
50th-Percentile Queue Length [ft/ln]	65.27	277.54	277.45	42.92	492.79	513.52	190.86	21.08	42.97
95th-Percentile Queue Length [veh/ln]	4.70	16.57	16.56	3.09	26.99	27.97	12.17	1.52	3.09
95th-Percentile Queue Length [ft/ln]	117.49	414.15	414.04	77.25	674.82	699.34	304.15	37.95	77.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.81	17.57	17.60	53.75	31.97	33.24	51.44	51.44	51.44	29.86	27.61	27.61
Movement LOS	D	B	B	D	C	C	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	19.86			32.76			51.44			28.31		
Approach LOS	B			C			D			C		
d_I, Intersection Delay [s/veh]	28.74											
Intersection LOS	C											
Intersection V/C	0.826											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersectio	3.104	0.000	1.966	2.023
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1133	1111	489	489
d_b, Bicycle Delay [s]	8.45	8.89	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	2.904	3.196	2.035	1.797
Bicycle LOS	C	C	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Willow Avenue at Jurupa Avenue

Control Type:	All-way stop	Delay (sec / veh):	8.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.193

Intersection Setup

Name	Willow Avenue		Jurupa Avenue		Jurupa Avenue	
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	1
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	No		No		No	

Volumes

Name	Willow Avenue		Jurupa Avenue		Jurupa Avenue	
Base Volume Input [veh/h]	34	44	50	76	118	34
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	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	0	0	2
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]	37	46	52	79	123	37
Peak Hour Factor	0.8590	0.8590	0.8590	0.8590	0.8590	0.8590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	13	15	23	36	11
Total Analysis Volume [veh/h]	43	54	61	92	143	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	815	798	742	868
Degree of Utilization, x	0.12	0.19	0.19	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.40	0.71	0.71	0.16
95th-Percentile Queue Length [ft]	10.09	17.65	17.74	3.91
Approach Delay [s/veh]	8.02	8.58	8.33	
Approach LOS	A	A	A	
Intersection Delay [s/veh]	8.35			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 101: Willow Avenue at Northern Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Willow Avenue		Willow Avenue		Northern Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↶		↷		↷	
Turning Movement	Left	Thru	Thru	Right	Left	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	No		No		Yes	

Volumes

Name	Willow Avenue		Willow Avenue		Northern Driveway	
Base Volume Input [veh/h]	0	109	73	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	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	17	5	3	8	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	130	81	3	8	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	34	21	1	2	0
Total Analysis Volume [veh/h]	0	137	85	3	8	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
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	0.01	0.00
d_M, Delay for Movement [s/veh]	7.37	0.00	0.00	0.00	9.73	8.73
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.79	0.79
d_A, Approach Delay [s/veh]	0.00		0.00		9.73	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 102: Willow Avenue at Southern Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Willow Avenue		Willow Avenue		Southern Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↶		↷		↷	
Turning Movement	Left	Thru	Thru	Right	Left	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	No		No		Yes	

Volumes

Name	Willow Avenue		Willow Avenue		Southern Driveway	
Base Volume Input [veh/h]	0	109	73	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	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	5	17	2
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]	2	113	76	5	17	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	30	20	1	4	1
Total Analysis Volume [veh/h]	2	119	80	5	18	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
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	0.02	0.00
d_M, Delay for Movement [s/veh]	7.36	0.00	0.00	0.00	9.69	8.78
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.00	0.00	1.92	1.92
d_A, Approach Delay [s/veh]	0.12		0.00		9.60	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.91					
Intersection LOS	A					

APPENDIX D

ADT COUNT DATA SHEETS



City: Rialto
 Location: Willow Avenue/North Driveway
 Date: Tuesday, October 17, 2023
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	1	1
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	4	0	0	0	4
4:45	7	0	0	0	7
5:00	1	0	0	0	1
5:15	4	0	0	0	4
5:30	1	0	0	0	1
5:45	0	0	0	0	0
6:00	2	0	0	0	2
6:15	3	0	0	0	3
6:30	2	0	0	0	2
6:45	2	0	0	0	2
7:00	1	0	1	0	2
7:15	1	0	0	1	2
7:30	5	0	0	0	5
7:45	3	0	0	0	3
8:00	2	0	0	0	2
8:15	0	0	0	0	0
8:30	0	0	1	0	1
8:45	1	0	0	0	1
9:00	1	0	0	0	1
9:15	1	0	0	0	1
9:30	2	0	0	0	2
9:45	0	1	0	0	1
10:00	1	0	0	0	1
10:15	2	0	0	0	2
10:30	2	1	0	0	3
10:45	1	0	0	0	1
11:00	0	1	0	0	1
11:15	2	0	0	0	2
11:30	1	0	0	1	2
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	2	0	0	0	2
12:30	2	0	0	0	2
12:45	1	0	0	0	1
13:00	1	0	0	1	2
13:15	3	0	0	0	3
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	1	0	0	0	1
14:15	0	0	0	0	0
14:30	1	0	1	3	5
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	1	1
15:45	0	1	0	0	1
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	1	0	0	1
17:15	0	0	0	0	0
17:30	0	0	0	1	1
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	1	0	0	0	1
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	64	5	3	9	81

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	1	1
5:45	0	0	2	0	2
6:00	1	0	0	0	1
6:15	1	0	0	1	2
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	1	0	0	1	2
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	2	2
8:30	0	0	1	1	2
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	1	0	0	0	1
9:30	1	0	0	0	1
9:45	1	0	0	0	1
10:00	0	0	0	0	0
10:15	2	1	0	0	3
10:30	0	1	0	0	1
10:45	0	0	0	0	0
11:00	1	1	0	0	2
11:15	1	0	0	0	1
11:30	1	0	0	0	1
11:45	0	0	0	1	1
12:00	2	0	0	0	2
12:15	1	0	0	0	1
12:30	4	0	0	0	4
12:45	0	0	0	0	0
13:00	2	0	0	0	2
13:15	1	0	0	0	1
13:30	9	0	0	1	10
13:45	1	0	0	0	1
14:00	2	0	0	0	2
14:15	0	0	0	0	0
14:30	1	0	0	0	1
14:45	2	0	0	0	2
15:00	1	0	0	1	2
15:15	6	0	0	0	6
15:30	0	0	0	0	0
15:45	2	0	0	0	2
16:00	0	1	0	0	1
16:15	2	0	0	0	2
16:30	1	0	0	0	1
16:45	3	0	0	0	3
17:00	3	1	0	0	4
17:15	1	0	0	0	1
17:30	1	0	0	0	1
17:45	0	0	0	0	0
18:00	1	0	0	0	1
18:15	1	0	0	1	2
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	2	0	0	0	2
19:45	0	0	0	0	0
20:00	2	0	0	0	2
20:15	1	0	0	0	1
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	64	5	3	8	80



City: Rialto
 Location: Willow Avenue/North Driveway
 Date: Wednesday, October 18, 2023
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	5	0	0	0	5
4:45	6	0	0	0	6
5:00	1	0	0	0	1
5:15	4	0	0	0	4
5:30	1	0	0	0	1
5:45	1	0	0	0	1
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	4	0	0	0	4
6:45	3	0	0	0	3
7:00	1	0	0	0	1
7:15	1	0	0	0	1
7:30	3	0	0	0	3
7:45	4	0	0	0	4
8:00	3	0	0	0	3
8:15	1	0	0	0	1
8:30	2	1	0	0	3
8:45	1	0	0	0	1
9:00	0	0	0	0	0
9:15	1	0	0	0	1
9:30	0	1	0	0	1
9:45	0	0	0	0	0
10:00	3	0	1	0	4
10:15	1	0	0	0	1
10:30	1	1	0	0	2
10:45	3	0	0	0	3
11:00	1	0	0	0	1
11:15	3	0	0	0	3
11:30	2	0	0	0	2
11:45	1	0	0	1	2
12:00	1	0	0	0	1
12:15	1	0	0	0	1
12:30	2	0	0	1	3
12:45	0	0	0	0	0
13:00	2	0	0	0	2
13:15	2	0	1	0	3
13:30	2	1	0	0	3
13:45	1	0	0	3	4
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	1	0	1	0	2
15:15	1	0	0	1	2
15:30	0	0	0	0	0
15:45	2	1	0	2	5
16:00	1	0	0	2	3
16:15	0	1	0	0	1
16:30	0	0	0	0	0
16:45	1	0	0	1	2
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	74	6	3	11	94

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	0	0	0	0	0
5:30	0	0	0	1	1
5:45	0	0	1	0	1
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	1	0	1
7:00	0	0	1	0	1
7:15	0	0	0	0	0
7:30	0	1	0	0	1
7:45	0	0	0	0	0
8:00	1	0	0	0	1
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	1	0	0	0	1
9:00	0	0	0	1	1
9:15	0	0	0	0	0
9:30	2	1	0	0	3
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	1	0	0	0	1
10:30	2	1	0	0	3
10:45	0	1	0	0	1
11:00	1	0	0	0	1
11:15	1	0	0	0	1
11:30	2	0	0	0	2
11:45	1	0	0	0	1
12:00	0	0	0	0	0
12:15	3	0	0	1	4
12:30	1	0	0	0	1
12:45	2	0	0	1	3
13:00	1	0	0	0	1
13:15	4	0	1	0	5
13:30	7	0	0	0	7
13:45	0	1	0	0	1
14:00	1	0	0	0	1
14:15	2	0	0	1	3
14:30	2	0	0	0	2
14:45	2	0	0	0	2
15:00	3	0	0	0	3
15:15	3	0	0	0	3
15:30	5	0	0	1	6
15:45	2	1	0	0	3
16:00	3	0	0	0	3
16:15	0	0	0	1	1
16:30	1	1	0	1	3
16:45	4	0	0	1	5
17:00	3	0	0	0	3
17:15	1	0	0	0	1
17:30	0	0	0	1	1
17:45	2	0	0	0	2
18:00	1	0	0	0	1
18:15	0	0	0	0	0
18:30	1	0	0	0	1
18:45	0	0	0	0	0
19:00	2	0	0	0	2
19:15	3	0	0	0	3
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	74	7	4	10	95

2720 S. Willow Avenue Development Project Draft Initial Study and Mitigated Negative Declaration

Prepared for: City of Rialto

Prepared by: Kimley-Horn and Associates, Inc.

August 2024

2720 S. Willow Avenue
Development Project
~~Draft~~ Final Initial Study and
Mitigated Negative Declaration

SCH No. 2024050083

Prepared for

City of Rialto
150 South Palm Avenue
Rialto, California 92376

Prepared by

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Date

~~April~~ August 2024

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- D. Energy Memorandum
- E. Geotechnical Investigation
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- L. Water Quality Management Plan
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1.0 INTRODUCTION

1.1 Purpose and Scope of the Initial Study

Pursuant to State CEQA Guidelines Section 15367, the City of Rialto (City) is the Lead Agency for the project. The Lead Agency is the public agency that has the principal responsibility for carrying out or approving a project. The City has the authority for environmental review in accordance with CEQA and certification of the environmental documentation.

The Initial Study evaluates the potential environmental effects associated with construction and operation of the proposed 2720 S. Willow Avenue Development Project (Project or proposed Project) in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, §15000 et seq. Pursuant to CEQA requirements, this Initial Study includes a description of the Project; an evaluation of the Project's potential environmental impacts; the findings of the environmental analyses; and recommended standard conditions and mitigation measures to avoid or lessen the Project's significant adverse environmental impacts.

This Initial Study evaluates each of the environmental issue areas contained in the Environmental Checklist Form provided in Section 3.0. It provides decision-makers and the public with information concerning the potential environmental effects associated with Project implementation, and ways to avoid or reduce potential environmental impacts. The City will use this Initial Study as a resource for decision-making when considering and taking action on the proposed Project. Any responsible agency may elect to use this environmental analysis for discretionary actions associated with Project implementation.

1.2 Summary of Findings

Based on the Environmental Checklist Form completed for the Project and supporting environmental analyses, the Project would result in no impact or a less than significant impact on the majority of the environmental issues analyzed in this Initial Study. The following environmental issue areas would have no impact or a less than significant impact: Aesthetics, Agricultural Resources, Energy, Greenhouse Gas Emissions, Hydrology, Land Use, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfires. The Project's impacts on the following issue areas would be less than significant with mitigation incorporated: Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, and Tribal Cultural Resources. All impacts would be less than significant after mitigation.

As set forth in the State CEQA Guidelines Section 15070 (Decision to Prepare a Negative or Mitigated Negative Declaration), a public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

- (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identifies potentially significant effects, but:
 - (1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would

avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

- (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

1.3 Initial Study Public Review Process

The City has provided the Notice of Intent (NOI) to adopt a Mitigated Negative Declaration (MND) to the San Bernadino County Clerk-Recorder and mailed the NOI to responsible agencies, nearby property owners, and others who expressed interest in receiving the NOI. In conjunction with the NOI, the City has released the IS/MND for a 20-day public review period in accordance with State CEQA Guidelines Section 15073. During the public review period, the IS/MND, including the technical appendices, can be accessed on the City's website and is available for review at the location listed below.

<https://www.yourrialto.com/314/Current-Projects>

City of Rialto
Department of Development Services, Planning Division
150 South Palm Avenue
Rialto, CA 92376

In reviewing the IS/MND, affected public agencies and interested members of the public should focus on the adequacy of the document in identifying and analyzing the Project's potential environmental impacts and the ways in which the potentially significant impacts can be avoided or mitigated. If public agencies or any members of the public have comments on the IS/MND, they can send them to:

Daniel Rosas, Senior Planner
City of Rialto
150 South Palm Avenue
Rialto, CA 92376
909-820-8047
drosas@rialto.ca.gov

Comments sent via email should include the Project title in the subject line and a valid mailing address.

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether these comments raise any substantial new environmental issues. If so, further documentation may be required. If not or if the issues raised do not provide substantial evidence that the Project would have a significant effect on the environment, the IS/MND and the Project will be considered for adoption and approval, respectively.

1.4 Report Organization

This document includes the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the Initial Study conclusions.

Section 2.0 – Project Description. This section identifies the location and key characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Environmental Checklist. The Environmental Checklist Form provides an overview of the potential impacts from Project implementation.

Section 4.0 – Environmental Evaluation. This section contains an analysis of environmental impacts for each resource area identified in the Environmental Checklist.

Section 5.0 – References. The section identifies resources used to prepare the Initial Study.

2.0 PROJECT DESCRIPTION

2.1 Project Location and Setting

The project site (Assessor Parcel Numbers [APN] 0258-171-57 and 0258-171-31) is located in the City of Rialto, California. The City encompasses approximately 22 square miles in San Bernardino County. The site is in the southern area of the City, approximately 1.10 mile north of State Route (SR) 210. Specifically, the project site is located directly west of S. Willow Avenue, approximately 1,450 linear feet south of Santa Ana Avenue, approximately 565 linear feet east of Lilac Avenue, and approximately 1,100 linear feet north of Jurupa Avenue within the Rialto Agua Mansa Industrial Corridor Specific Plan (Specific Plan) area. **Figure 1: Regional Location Map** and **Figure 2: Project Vicinity Map** depict the project site in a regional and local context, respectively.

As proposed, the 2720 S. Willow Avenue Development Project (Project or proposed Project) would allow for an industrial warehouse on 5.63 acres. The western portion of the project site contains two industrial buildings for the manufacturing and storing of chemical resins and epoxies, and the eastern portion of the project site is a vacant lot consisting of non-native grassland. The project site is partially paved with lighted surface parking and two driveways accessing the western portion of the project site from S. Willow Avenue. The western portion of the site is enclosed by chain-link fencing (barbed) and iron gates. The eastern portion of the project site is unfenced. There is a 6-foot on-site easement for Southern California Edison (SCE) through the project site, parallel with the north property line from S. Willow Avenue. Minimal ornamental landscaping is provided along the building frontages and in the surface parking lot. Overhead utility lines are located along the project frontage on S. Willow Avenue. The average elevation is approximately 990 feet above mean sea level (amsl).

Table 2-1: Existing Land Uses summarizes the land uses on and surrounding the project site, which predominantly consist of industrial and warehouse uses.

Table 2-1: Existing Land Uses	
Direction	Land Uses
Project Site	Developed industrial facility and a vacant lot consisting of non-native grassland
North	Transportation facility
South	Delivery and freight facility
East	S. Willow Avenue. A steel fabricating facility east of S. Willow Avenue.
West	Undeveloped land zoned as Medium Industrial

2.2 Existing Land Use Designations

The City's General Plan Land Use Plan Map depicts the City's land use designations and indicates that the project site has a General Industrial land use designation with a Specific Plan Overlay. The General Industrial land use designation allows for a broad range of heavy industrial activities requiring large areas of land with convenient access for trucks and rail.

The City's Zoning Map identifies the project site as Agua Mansa Industrial Corridor Specific Plan. The Specific Plan was adopted in 1986 and provides a master economic development plan to facilitate the logical, planned development of the Specific Plan area. The project site is in the Medium Industrial zone

which allows for manufacturing, compounding of material, processing, assembly, packaging, treatment, metal fabrication, and warehousing.

2.3 Proposed Project

As proposed, the Project would include the construction of one warehouse building with associated on-site improvements on the approximately 5.63-acre site. The 118,000-square-foot (sf) warehouse building would be oriented north-to-south and would include 111,000 sf of warehouse space and 7,000 sf of office uses, which would be located on two levels, and 16 dock doors and one drive thru door on the south side of the building. The 118,000-sf building size would be less than the 50% maximum lot coverage allowed in the Specific Plan. The building would be rectangular with dimensions of approximately 586 feet wide (east-to-west) by 160 feet long (north-to-south); the maximum building elevation would be approximately 39-feet and 6-inches, which is lower than the maximum allowed height of 45 feet. The truck yard would be screened on the east with a 14-foot high wall and enclosed by an 8-foot wrought iron fence and 8-foot manual metal gates with knox box locks. Employee parking and landscaping would be provided along the property boundaries and building frontages. Trucks and passenger vehicles would access the project site from two driveways located on S. Willow Avenue. **Figure 3: Site Plan**, depicts the proposed development. **Table 2-2: Land Use Summary**, summarizes the proposed Project’s characteristics.

Site (ac)	Office Level 1 (sf)	Office Level 2 (sf)	Warehouse (sf)	Total Building (sf)	Dock Doors	Drive Thru Door	Automobile Parking Stalls	
							Required	Provided
5.63	3,500	3,500	111,000	118,000	16	1	85	89

Architecture, Landscaping, and Lighting

As shown in **Figure 4: Conceptual Exterior Elevations**, the conceptual architectural design for the Project assumes concrete tilt-up panels with architectural treatments, such as panel reveals and articulation to provide visual interest to the building facades. The exterior elevations would be white and shades of grey accents. The entrances at the southwest and southeast corners of the building would have additional architectural articulation through the use of windows with blue glazing and white metal canopies. Rooftop screening of mechanical equipment is assumed as a part of the warehouse building.

Figure 5: Conceptual Landscape Plan depicts the proposed landscaping plan for the project site. Of the 5.63-acre project site, approximately 29,559 sf (or approximately 12%) of the project site would be landscaped. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City’s Municipal Code Section 18.61.250 and Section 18.61.270 which specify landscape design guidelines.

Existing on-site landscaping would be removed and replaced. Landscaping would be provided along the project boundary frontages, including the S. Willow Avenue frontage, as well as adjacent to the warehouse building and the surface parking area. Landscaping along S. Willow Avenue would include a mix of trees (blue palo verde, desert willow, Africa sumac, Chinese pistache, and chitalpa) and a mix of shrubs and groundcover plants. The driveway entrances on both roadways would have stamped decorative concrete and be bordered by blue palo verde and Africa sumac trees. Landscaping adjacent to the northern and western property boundaries would consist of Brisbane box trees and African sumac along with shrubs and groundcover. Landscaping along the southern property boundary would be blue palo verde, chitalpa,

and African sumac trees along with and a mix of shrubs and groundcover. Landscaping adjacent to the building would consist of Brisbane box trees, desert willow, Africa sumac, and a mix of shrubs and groundcover.

Site lighting would be used to provide adequate lighting for circulation, safety, and security. The proposed Project would include outdoor security lighting on the building and in the parking lots, which would be directed downward onto the project site and installed in accordance with applicable City ordinances, including Municipal Code Section 18.61.140 and the Specific Plan lighting performance standards, which requires that lighting not exceed one footcandle at any nonresidential property line. The Project assumes that night lighting would be provided seven days per week.

Site Access and Parking

Vehicular access provisions for the project site would consist of two full-movement, 32-foot to 72-foot and 5-inch-wide driveways on S. Willow Avenue. Both driveways would be unsignalized and would provide full movement access for trucks and passenger vehicles to the project site. Drive aisles along the northern, southern and western frontages would range from 26 to 35 feet in width.

The warehouse development requires 85 passenger vehicle parking stalls and would provide 89 passenger vehicle parking stalls. In compliance with Section 18.58.030 of the City's Municipal Code, the Project would provide 16 dock doors, more than the minimum three loading spaces required. Due to the smaller scale of the warehouse building, the operator would likely not maintain their own truck trailer fleets and would use dock door locations for truck parking as needed.

Omnitrans provides public transportation throughout San Bernardino County, including the City of Rialto. Bus stops in the project vicinity are located along Riverside Avenue and Valley Boulevard, approximately 1 mile to the north and Spruce Avenue approximately 1.5 mile to the west.

Infrastructure and Off-Site Improvements

Project implementation would require construction of new on-site utility infrastructure. The Project would connect utilities to existing utility infrastructure in adjacent roadways, with the final sizing and design of on-site facilities occurring during final building design and plan check. The Project would also complete the remaining half-width improvements of S. Willow Avenue along the Project frontage, consistent with the Specific Plan cross-section for Collector Streets. This would include two 11-foot lanes and a 4-foot sidewalk.

Water and Sewer

The project site is within the service area of West Valley Water District (WVWD) for the provision of water; sewer treatment is provided by the City of Rialto. The proposed Project would connect to the existing municipal water system and would utilize an on-site lift station to connect to existing sewer infrastructure in Santa Ana Avenue.

Drainage and Water Quality

Proposed drainage improvements would include an on-site storm drain and catch basins. Runoff from the project site would be conveyed via storm drain through the project site before being discharged to S. Willow Avenue.

Dry Utilities and Solid Waste Management

Southern California Edison (SCE) provides electrical power to the area, inclusive of the project site and the Southern California Gas Company (SoCalGas) provides natural gas to the area. The proposed Project would connect to existing utility lines, with new electrical communication utility lines placed underground along the project site frontage. The City's Waste Management Office provides environmental services to the City's residents and businesses. The Waste Management Office oversees the City's refuse and recycling service contract provided by Burrtec Disposal.

Off-Site Improvements

The Project would include striping, and parkway improvements including sidewalks, landscaping, streetlights, a fire hydrant, a parkway drain, and signage along the S. Willow Avenue frontage.

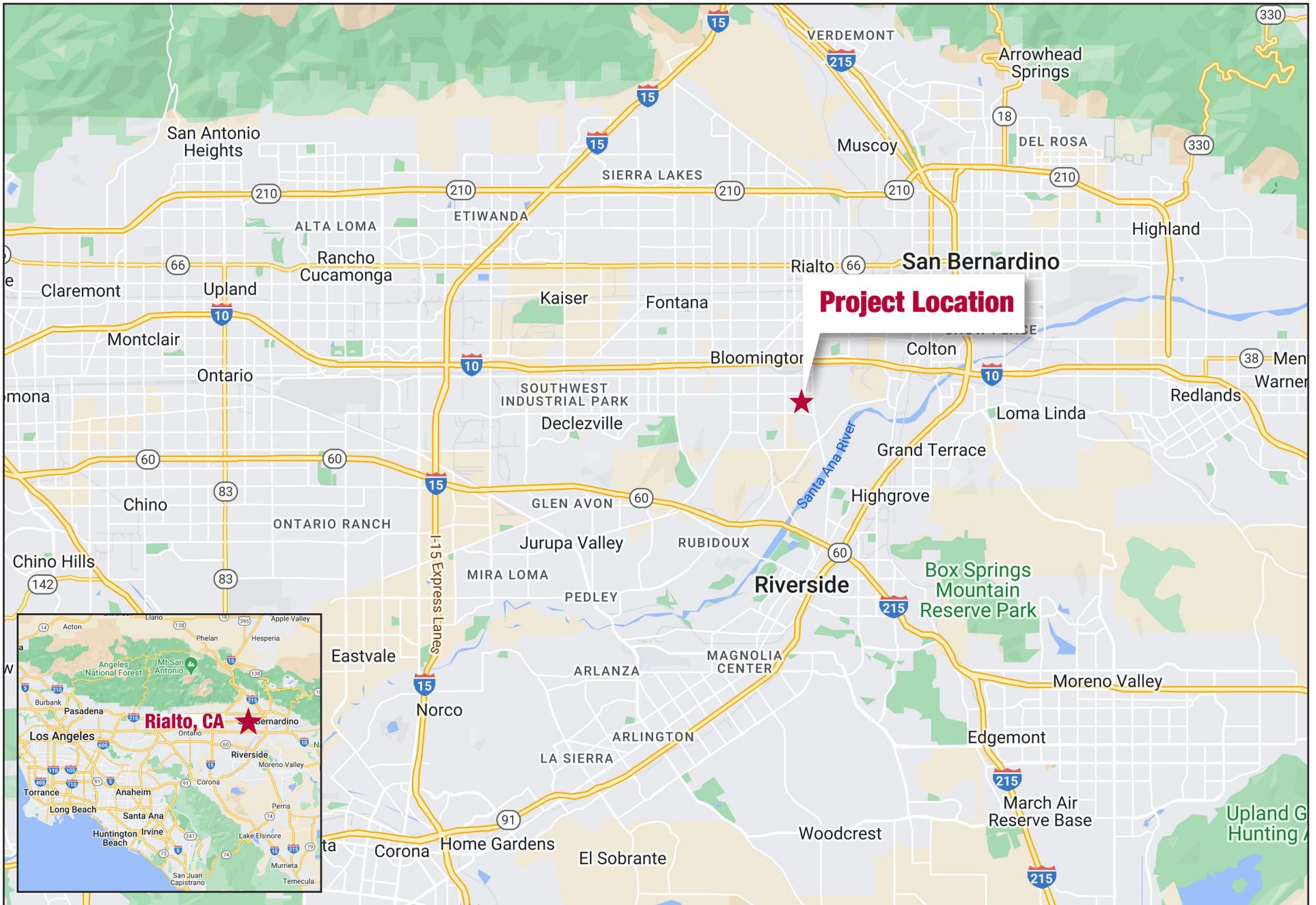
2.4 Construction Activities

Project construction is anticipated to begin in September 2024 with a construction duration of approximately eleven months. Construction would occur in a single phase. Based on information provided by the Applicant, earthwork is expected to balance on-site.

2.5 Discretionary and Ministerial Approvals

The following discretionary and ministerial actions and/or approvals are required for the proposed Project:

- **Conditional Development Permit No. 2022-0036** to allow the development of a warehouse, which is considered a conditionally permitted use in industrial zones within the City.
- **Precise Plan of Design No. 2022-0060** for the development and operation of a 118,000 -sf warehouse building and associated loading area, paving, screening, landscaping, lighting, stormwater retention, etc. on 5.63 acres (APN 0258-171-57 and 0258-171-31) located at 2720 S. Willow Avenue, on the west side of S. Willow Avenue between Santa Ana Avenue and Jurupa Avenue within the Medium Industrial zone of the Agua Mansa Industrial Corridor Specific Plan.
- **Lot Line Adjustment** to merge two (2) parcels (Assessor Parcel No(s). APN 0258-171-57 and 0258-171-31) into one (1) parcel for the development of a proposed 118,000 square foot speculative distribution warehouse building.



Source: Google Maps, 2023

FIGURE 1: Regional Location Map

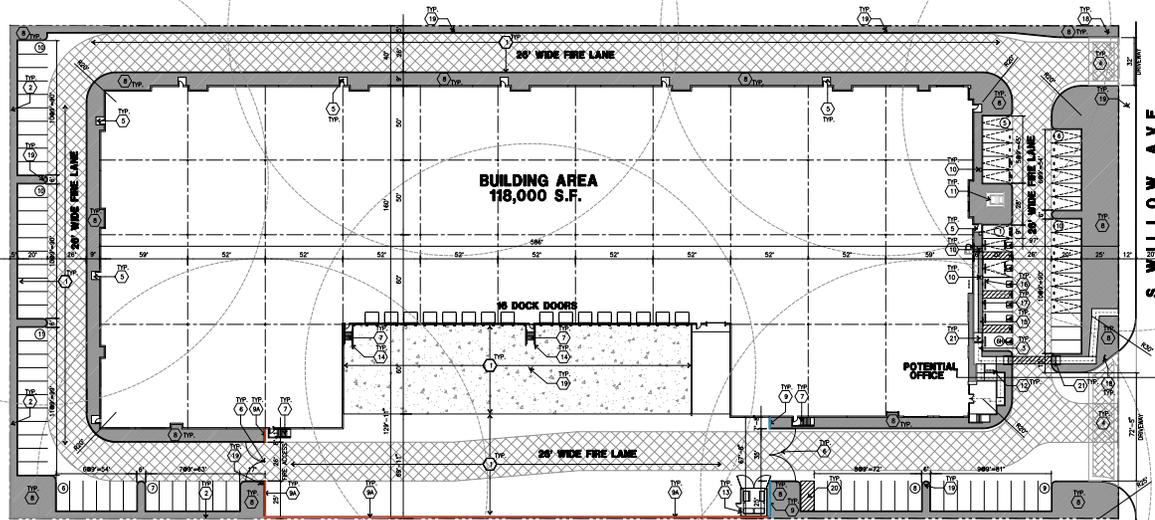
2720 S. Willow Avenue
Rialto, CA



Source: Nearmap 2023

FIGURE 2: Project Vicinity Map

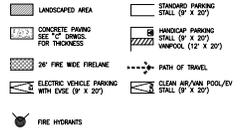
2720 S. Willow Avenue
Rialto, CA



SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT.
2. PROPOSED RETAINING WALL. SEE CIVIL DRAWING.
3. CONCRETE WALKWAY.
4. DECORATIVE DRIVEWAY APPROX. TO BE CONSTRUCTED PER "I.C." DRAWINGS.
5. 3"-4" (3'-4") MIN. THICK CONCRETE EXTERIOR LANDINGS AND TOP OF ALL EXTERIOR WALK DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROOM FINISH. SLATE TO BE 1/4" x 1/2" MAX. FINISH TO BE FRENCH MET. OR OTHER MET. W/ 1/20 MAX. AS REQ. BY CITY INSPECTOR.
6. 8' x 16" MET. WITH PROPOSED SHEET METAL MANUAL OPERATED GATES W/ WINDY BOX LOCK FOR FIRE DEPARTMENT STANDARDS PER DRAWING. SEE SITE ELEVATION 7/280-4-11 EXTERIOR CONC. STAIR.
7. LANDSCAPE. SEE "I.C." DRAWING.
8. 14" CONCRETE TILT-UP SCREEN WALL WITH PLASTERS AT EVERY 70' AND AT ALL CORNERS OF THE WALL. 8' HIGH STEEL FENCE.
9. APPROXIMATE LOCATION OF TRANSFORMER.
10. 2X2 EV CONDUIT CONCRETE PAD.
11. TRASH ENCLOSURE.
12. CONCRETE FILLED GUARD POST 4" DIA. U.L.O. 42" H.
13. TRUNCATED CONE.
14. PRE-CAST CONCRETE WHEEL STOP.
15. ACCESSIBLE PARKING STALL SIGN.
16. ACCESSIBLE ENTRY SIGN.
17. FIRE HYDRANT. SEE CIVIL DRAWINGS.
18. AUTOMOBILE TURNAROUND STALL WITH "NO PARKING" PAVEMENT MARKINGS.
19. CONCRETE CURB RAMP.

SITE LEGEND



FENCE/WALL LEGEND



SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: GEOTECHNICAL PROFESSIONAL, INC. DATED JUNE 17, 2022.
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL CONCRETE.
3. ALL FINISHINGS ARE TO THE FACE OF CONCRETE WALL FACE OF CONCRETE CURB OR GRID LINE U.L.O.
4. SEE CIVIL PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SMILES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "I.C." DRAWINGS.
8. CONTRACTOR TO REFER TO "I.C." DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE CIVIL DRAWINGS FOR FINISH ELEVATIONS.
10. CONCRETE SCHEDULES TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 8' O.C. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4" FINISH TO BE A MEDIUM BROOM FINISH U.L.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PREPARING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGN SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
16. RECESSIVE WALK DOORS SHALL BE INSTALLED NEAR THE ENTRY GATE AND NEAR THE MAIN ENTRANCE TO THE BUILDING/JUNTS.
17. SURVEILLANCE CAMERAS WILL BE INSTALLED ON-SITE, IN ACCORDANCE WITH THE REQUIREMENT OF THE RIALTO POLICE DEPARTMENT. ALL OUTDOOR SURVEILLANCE USES SHALL BE SECURED AND APPROPRIATE SECURITY CAMERAS SHALL BE CONNECTED TO THE CITY'S ENVIRONMENTAL SYSTEM TO THE SATISFACTION OF THE POLICE CHIEF.

TABULATION

SITE AREA	
In s.f.	245,170 s.f.
In acres	5.63 ac
BUILDING AREA	
Office 1st Floor	3,500 s.f.
Office 2nd Floor	3,500 s.f.
Warehouse	111,000 s.f.
TOTAL	118,000 s.f.
COVERAGE	
	46.7%
AUTO PARKING REQUIRED	
Office: 1/300 s.f.	24 stalls
Whse: 1st 10K @ 111,000 s.f.	10 stalls
above 10K @ 12,000 s.f.	51 stalls
TOTAL	85 stalls
AUTO PARKING PROVIDED	
Standard (8' x 20')	64 stalls
Standard Accessible (8' x 20')	3 stalls
VAN Accessible (12' x 20')	1 stalls
EV Capable (8' x 20')	17 stalls
EV/SE Parking Stall (8' x 20')	2 stalls
EV/SE VAN Accessible (12' x 20')	1 stalls
EV/SE Accessible (8' x 20')	1 stalls
TOTAL	89 stalls
ZONING ORDINANCE FOR CITY	
Heavy Industrial (H-IND) zone of the Agua Mansa Industrial Corridor Specific Plan	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 45'	
MAXIMUM LOT COVERAGE	
Coverage - 50%	
MAXIMUM FLOOR AREA RATIO	
FAR - to be verified	
LANDSCAPE PROVIDED	
In s.f.	25,574 s.f.
SETBACKS	
Building	Landscape
Front - 25'	25'
Side - 15'	
Rear - 20'	

FIGURE 3: Site Plan
2720 S. Willow Avenue
Rialto, CA



JOB NO. 22082.00

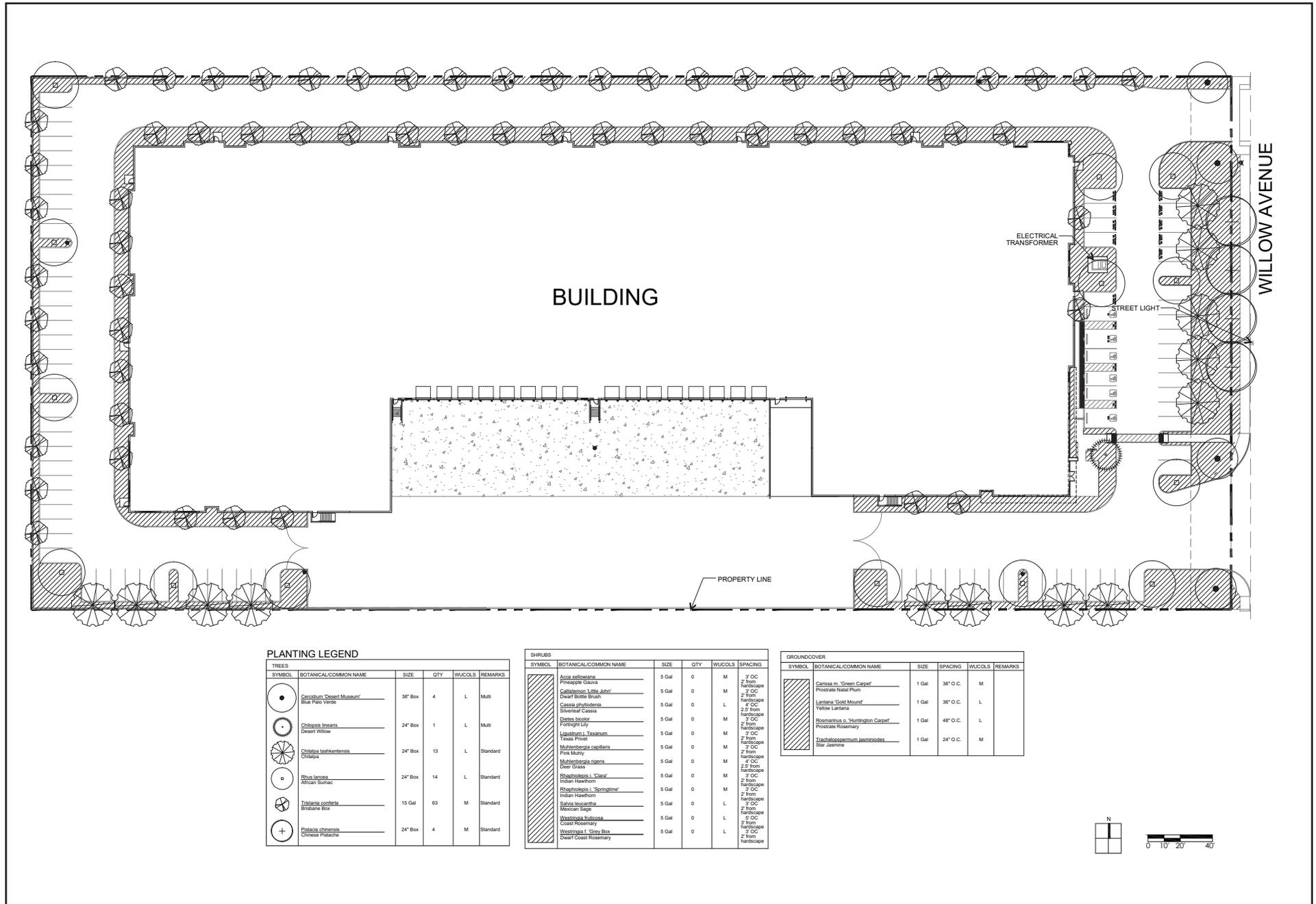


CONCEPTUAL ELEVATIONS - 32' CLEAR
 2720 WILLOW AVENUE
 RIALTO, CALIFORNIA



Source: HPA Architecture

FIGURE 4: Conceptual Exterior Elevations
 2720 S. Willow Avenue
 Rialto, CA



Source: Hunter Landscape

FIGURE 5: Conceptual Landscape Plan

2720 S. Willow Avenue

Rialto, CA

3.0 INITIAL STUDY CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION:

On the basis of this initial evaluation (check one):

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

CERTIFICATION:



Daniel Rosas, City of Rialto

ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code §21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:				

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. NOISE. Would the project result in:				
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
general plan or noise ordinance, or applicable standards of other agencies?				
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. PUBLIC SERVICES. Would the project result in				
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:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18. TRIBAL CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, or 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: i) Listed or eligible for listing in the California				
i) 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 §5020.1(k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?				
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or 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?				
i) Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Wastewater Treatment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Electric Power, Natural Gas, Telecommunications	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.0 ENVIRONMENTAL ANALYSIS

4.1 Aesthetics

Threshold (a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. According to the City of Rialto General Plan, views of the San Gabriel and San Bernadino Mountains and the foothills are considered the City's primary aesthetic resources.¹ The project site is located approximately 11.5 miles west of the San Bernadino Mountains and 9.5 miles south of the San Gabriel Mountains. The project site is characterized with previously developed land including existing industrial uses, with an elevation of 990 feet amsl. Existing views of the San Bernadino Mountains and foothills from the project site are obstructed by intervening topography and development. As such, the Project would not significantly affect public viewpoints of these scenic vistas and no impact would occur.

Threshold (b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. According to the Caltrans *State Scenic Highway System Map*, there are no officially designated or eligible scenic highways in the project site vicinity.² The nearest eligible scenic highway is SR 38 located approximately 11 miles east of the project site. The nearest officially designated scenic highway is SR 91 located approximately 26 miles west of the project site. Further, the project site features a vacant parcel and existing industrial uses; there are no scenic resources (e.g., trees of significance, rock outcroppings, or historic buildings) on-site. Therefore, the Project would not damage scenic resources within a State scenic highway.

Threshold (c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project site is within an urbanized area in San Bernadino County. The project site features a vacant parcel and existing industrial uses, including two warehouses located within the central and western portion of the site. The project site is zoned Medium Industrial and is adjacent to existing industrial uses. The Project would demolish the existing warehouses to construct one industrial warehouse and associated on-site improvements. As such, upon completion of construction, the project site appearance would be similar to existing conditions. In addition, the Project would enhance the site's visual quality with landscaping throughout the site, including ornamental trees and a mix of shrubs and groundcover plants along the warehouse building (except for the truck loading bay). Upon completion of construction, the visual quality of the project site would be similar to other warehouse developments in the City. Project development would comply with the City's design guidelines for industrial development included in Chapter 18.61.080, Design Guidelines, of the City's Municipal Code. Specifically, the Project would provide visual interest with the incorporation of door overhangs, alteration of colors and materials,

¹ City of Rialto. (2010). Rialto General Plan. Available at <https://www.yourrialto.com/DocumentCenter/View/1494/2010-General-Plan?bidId=>.

² Caltrans. (2023). *California State Scenic Highway System Map*. Available at <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed October 2023.

and trim elements. With compliance with the City's design guidelines for industrial land uses, impacts would be less than significant.

Threshold (d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The existing sources of light and glare within the existing developed portion of the proposed Project and from the surrounding areas is consistent with a predominately urbanized area. Sources of glare during the day come from vehicle windshields, and windows on businesses and homes; and nighttime light comes from sources in the surrounding commercial and industrial buildings, homes, schools, streets, intersections, and vehicles. The proposed Project would introduce new sources of light needed to illuminate the outside of the warehouse, building entrance areas, the parking lots, and vehicles on-site. Additionally, the proposed Project would create new sources of glare from reflection off windows and walls on new buildings, reflection from windshields of vehicles, and from new surface parking lots. Moreover, construction at the Project site would be restricted to daytime hours consistent with City of Rialto Municipal Code (Ord. 1417 § 1 (part), 2008) unless otherwise permitted by the City of Rialto, thereby limiting temporary nighttime construction lighting. Therefore, the proposed Project would not require construction lighting, except security and safety lighting.

The City's Planning Division would review any proposed lighting to ensure conformance with the California Building Code, Title 24, as well as the California Green Building Standard Code (Part 11 of Title 24, California Code of Regulations), such that only the minimum amount of lighting is used, and no light spillage occurs. The Project would include additional light sources on the project site; however, in accordance with Municipal Code Section 18.61.140, lighting would be directed downward onto the project site, minimizing light spillage to the surrounding area. Although the Project would introduce new light sources, the surrounding area is predominately developed and has sources of illumination. Accordingly, the proposed lighting conditions would be similar to that currently found near the project site and associated with warehouse facilities in Rialto, which would not cause adverse effects; therefore, a less than significant impact would occur.

4.2 Agriculture and Forestry Resources

Threshold (a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use?

No Impact. The project site and surrounding area are in a developed urban environment. According to the State of California Department of Conservation's California Important Farmland Finder, the project site is designated as Urban and Built-Up Land.³ There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance on the project site. As such, the Project would not convert any farmland to non-agricultural use. Therefore, no impact would occur.

Threshold (b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. The project site is zoned Medium Industrial, which allows for manufacturing, compounding of material, processing, assembly, packaging, treatment metal fabrication and warehousing.⁴ Agricultural uses are not permitted within the M-1 zone. Further, the project site is not zoned for agricultural use, therefore, is not under a Williamson Act Contract⁵. Thus, the Project would not conflict with existing zoning for agricultural use or an active Williamson Act Contract and no impact would occur.

Threshold (c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104 (g))?

and

Threshold (d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site is zoned Medium Industrial within the Specific Plan; the Municipal Code does not have zoning for forest land, timberland, or timberland production. The project site consists of developed land and a vacant lot. The Project would not conflict with existing zoning or result in the loss of forest land. Therefore, no impact would occur.

Threshold (e) Would the project involve other changes in the existing environment which, due to their location or nature could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest land?

No Impact. As previously discussed, the project site is zoned Medium Industrial and does not contain farmland or forest land. Therefore, Project implementation would not result in the conversion of property from agricultural or timberland uses to non-agricultural or non-forest land uses. No impact would occur.

³ Department of Conservation (DOC). (2023a). California Important Farmland Finder. <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed October 2023.

⁴ City of Rialto. (1986). Agua Mansa Industrial Corridor Specific Plan. <https://www.sbcounty.gov/uploads/lus/specificplans/amsp.pdf>.

⁵ DOC. (2017). State of California Williamson Act Contract Land. <https://maps.conservation.ca.gov/agriculture/>.

4.3 Air Quality

The basis for the following information and analysis for Air Quality are the Air Quality Assessment and Health Risk Assessment prepared by Kimley-Horn (February 2024) for the proposed Project. The Air Quality Assessment and Health Risk Assessment are included as **Appendix A-1: Air Quality Assessment** and **Appendix A-2: Health Risk Assessment**, respectively.

Threshold (a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project site is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB is approximately 6,600 square miles extending from the Pacific Ocean to the San Gabriel, San Bernadino, and San Jacinto Mountains, the SCAB is a coastal plain with broad valleys and low hills, and a semi-arid climate. The SCAQMD and the California Air Resources Board (CARB) monitor air quality within the SCAB.

The SCAQMD and the Southern California Association of Governments (SCAG) have prepared the 2022 Air Quality Management Plan (AQMP). The AQMP includes strategies to control air pollution and measures for implementation by a city, county, region, and/or air district. An AQMP's primary purpose is to bring an area that does not attain federal and State air quality standards into compliance with the federal Clean Air Act and California Clean Air Act requirements. The AQMP uses the term "non-attainment" to describe an air basin that exceeds one or more ambient air quality standards. In addition, the goal of AQMPs is to ensure that an area maintains a healthful level of air quality based on National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS).

The current plan is the 2022 AQMP adopted on December 2, 2022. The 2022 AQMP meets the State and federal Clean Air Act planning requirements and focuses on federal ozone and ultra-fine particulate matter (PM_{2.5}) standards. The 2022 AQMP was prepared to accommodate growth; reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD; attain clean air within the region. In order for a project to be consistent with the AQMP, it would have been included in the projections used to formulate the AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- The project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- The project will not exceed the assumptions in the AQMP or increments based on the years of the project build-out phase.

According to the SCAQMD's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine if a project is inconsistent with the AQMP assumptions and objectives, and therefore if it would interfere with the region's ability to comply with CAAQS and NAAQS.

As shown in **Table 4-1: Construction-Related Emissions** and **Table 4-2: Operational Emissions**, the Project would not exceed construction or operation emission standards. Therefore, the Project would not contribute to an existing air quality violation and the Project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMPs contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is consistent with the land use designation and development density presented in the City's General Plan and Specific Plan, and therefore

would not exceed the population or job growth projections used by the SCAQMD to develop the AQMPs. Thus, the Project is consistent with the second criterion.

Based on these criteria, the Project would not conflict with or obstruct implementation of the AQMPs and impacts would be less than significant.

Threshold (b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact.

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (O₃) (i.e., reactive organic gases [ROG] and nitrogen oxides [NO_x]) and particulate matter less than 10 microns in diameter (PM₁₀) and particulate matter less than 2.5 microns in diameter (PM_{2.5}). Construction-generated emissions would cease upon completion of construction but would be considered a significant air quality impact in the event the volume of pollutants generated exceeds the SCAQMD’s thresholds of significance.

Construction would result in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground-disturbance associated with site preparation activities and weather conditions and the appropriate application of water.

Project construction is anticipated to begin in the fall of 2024 and is estimated to occur for 11 months. Construction-generated emissions associated with the Project were calculated using the current California Emissions Estimator Model (CalEEMod) Program. See **Appendix A-1** for more information regarding the construction assumptions used for the Air Quality analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 4-1**. As shown in **Table 4-1**, all criteria pollutant emission would remain below their respective thresholds. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rule 402, 403, and 1113.

Table 4-1: Construction-Related Emissions						
Emissions Source	Pollutant (pounds per day)					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
2023	2.73	27.22	20.27	0.04	8.70	4.93
2024	29.41	35.45	49.81	0.09	5.43	3.06
Maximum Emissions	29.41	35.45	49.81	0.09	8.70	4.93
<i>South Coast AQMD Threshold</i>	75	100	550	150	150	55
South Coast AQMD Threshold Exceeded?	No	No	No	No	No	No
<small>ROG: reactive organic gases; NO_x: nitrogen oxides; CO: carbon monoxide; SO_x: sulfur oxides; PM₁₀: particulate matter 10 microns or less in diameter; PM_{2.5}: particulate matter 2.5 microns or less in diameter.</small>						
<small>Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction /credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces two times daily; cover stockpiles with tarps; water all haul</small>						

Table 4-1: Construction-Related Emissions						
Emissions Source	Pollutant (pounds per day)					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reduction percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.						
Source: Appendix A-1						

Fugitive dust emissions may have a temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 are applicable to the proposed Project and were applied in CalEEMod to minimize fugitive dust emissions. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules for reducing fugitive dust.

Operational Emissions

The Project’s operational emissions would be associated with area sources, energy sources, mobile sources, and off-road equipment. Primary sources of operational criteria pollutants are from motor vehicle use and area sources. Long-term operational emissions associated with the Project are summarized in **Table 4-2**.

Table 4-2: Operational Emissions						
Emissions Source	Maximum Pounds Per Day¹					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Area	2.67	0.00	0.02	0.00	0.00	0.00
Energy	0.01	0.06	0.05	0.00	0.00	0.00
Mobile	0.20	12.17	2.90	0.07	2.61	0.82
Off-Road Emissions - Forklift ²	0.39	0.37	5.26	0.01	1.57	0.42
Off-Road Emissions – Yard Truck ³	0.64	5.78	7.32	0.01	0.29	0.27
Emergency Generator ⁴	1.69	4.71	4.30	0.01	0.25	0.25
Total	5.59	23.10	19.85	0.10	4.72	1.76
<i>South Coast AQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
SCA South Coast AQMD QMD Threshold Exceeded?	No	No	No	No	No	No
ROG: reactive organic gases; NO _x : nitrogen oxides; CO: carbon monoxide; SO _x : sulfur oxides; PM ₁₀ : particulate matter 10 microns or less in diameter; PM _{2.5} : particulate matter 2.5 microns or less in diameter.						
Note: Total values are from CalEEMod and may not add up to 100% due to rounding.						
1. The highest values between summer and winter results were used as a worst-case scenario.						
2. Includes two forklifts.						
3. Includes one yard truck.						
4. Include one emergency generator.						
Source: Appendix A-1 .						

As shown in **Table 4-2**, operational emissions would not exceed SCAQMD thresholds for all criteria pollutants. Pursuant to SCAQMD Rule 2305, all warehouses over 100,000 sf are required to implement various emission reduction measures related to warehouse operations and mobile sources. Compliance with SCAQMD Rule 2305 would further reduce criteria pollutants, specifically NO_x and particulate matter emissions. Therefore, the Project would not violate any air quality standards or contribute substantially

to an existing or projected air quality violation. As a result, operational air quality impacts would be less than significant.

Cumulative Construction Emissions

The SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} for State standards and nonattainment for O₃ and PM_{2.5} for federal standards. the SCAQMD's *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* notes that projects that result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. The mass-based regional significance thresholds published by SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. As shown above, Project construction-related emissions would not exceed the SCAQMD significance thresholds for criteria pollutants (**Table 4-1**). Therefore, the proposed Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the Federal Clean Air Act (FCAA) mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with SCAQMD rules and regulations would further reduce the Project construction-related impacts. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Operational Emissions

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

The Project operational emissions would not exceed the SCAQMD thresholds. As a result, operational emissions associated with the Project would not represent a cumulatively considerable contribution to significant cumulative air quality impacts. Therefore, cumulative operational impacts would be less than significant (**Table 4-2**).

Furthermore, compliance with SCAQMD Rule 2305 (Warehouse Indirect Source Rule) is required for all existing and proposed warehouses greater than 100,000 sf. Warehouse operators are required to implement additional emission reduction strategies or pay mitigation fee to reduce emissions. Compliance with Rule 2305 would reduce Project emissions below what is currently analyzed and also reduce cumulative emissions.

The Project’s emissions would not exceed the SCAQMD thresholds during both construction and operations. Thus, impacts would be less than significant and no mitigation is required.

Threshold (c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Mitigation Incorporated. A significant impact could occur if the Project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors, which include populations that are more susceptible to the effects of air pollution than the population at large. This section addresses the exposure of sensitive receptors for the following situations: CO hotspots; localized emissions concentrations, and toxic air contaminants (TACs, specifically diesel PM) from on-site construction.

Localized Construction Significance Analysis

The nearest sensitive receptors are the single-family residences located approximately 550 feet (168 meters) to the south of the project site. To identify impacts to sensitive receptors, the SCAQMD recommends addressing Localized Significance Thresholds (LSTs) for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 4-3 Equipment-Specific Grading Rates** is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Central San Bernardino Valley (SRA 34) since this area includes the Project. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 2.5 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with the size of the site, the LSTs for a 2.5-acre threshold were interpolated and utilized for this analysis.

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Tractors	3	0.5	8	1.5
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	0	1.0	8	0.0
Total Acres Graded per Day					2.5

Source: Appendix A-1.

The SCAQMD’s methodology states that “off-site mobile emissions from the Project should not be included in the emissions compared to LSTs.” Therefore, only emissions included in the CalEEMod “on-site” emissions outputs were considered. The nearest sensitive receptors are the single-family residences located approximately 550 feet (168 meters) to the west of the project site. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 100 meters were utilized in this analysis. **Table 4-4: Localized Significance of Construction Emissions** presents the results of localized emissions during each construction phase. The table shows

that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, localized construction emissions would be less than significant.

Table 4-4: Localized Significance of Construction Emissions				
Construction Activity	Maximum Pounds per Day			
	NO_x	CO	PM₁₀	PM_{2.5}
Demolition	20.88	19.71	1.05	0.91
Site Preparation	27.18	18.34	8.51	4.87
Grading	17.03	14.76	3.35	1.94
Infrastructure Improvements	11.86	12.95	2.94	1.72
Building Construction	8.58	14.58	0.42	0.39
Paving	1.15	1.81	0.05	0.05
Infrastructure Improvements/ Building Construction/ Paving/ Architectural Coating	34.05	45.42	3.94	2.65
<i>Maximum Daily Emissions</i>	34.05	45.42	8.51	4.87
SCAQMD Localized Significance Threshold: (Adjusted for 3.5 acre of daily disturbance at 25 meters)	282	2,972	46	13
SCAQMD Threshold Exceeded?	No	No	No	No
Note: NO _x : nitrogen oxides; CO: carbon monoxide; SO _x : sulfur oxides; PM ₁₀ : particulate matter 10 microns or less in diameter; PM _{2.5} : particulate matter 2.5 microns or less in diameter				
Source: Appendix A-1.				

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g. warehouse or transfer facilities). Since the Project includes the development of a warehouse building, the operational phase LST protocol is conservatively applied to both the area source and a portion of the mobile source emissions. As the closest receptors are located approximately 550 feet to the south of the project site, the LST thresholds for 100 meters for Source Receptor Area 34 were utilized in this analysis. Additionally, the maximum LST threshold (5-acre) was utilized as the project site encompasses 5.63 acres.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 4-5: Localized Significance of Operational Emissions**, conservatively include all on-site Project-related stationary sources, on-site off-road equipment (forklifts and yard trucks), and three percent of the Project-related mobile sources, since a portion of mobile sources could include trucks idling on the site.⁶ **Table 4-5** shows that the maximum daily emissions of these pollutants during Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, localized operational emissions would be less than significant.

⁶ The on-site one-way trip length is conservatively anticipated to be up to one mile, which is approximately three percent of the 33.2-mile truck trip length modeled in CalEEMod.

Table 4-5: Localized Significance of Operational Emissions				
Activity	Maximum Pounds per Day			
	NO_x	CO	PM₁₀	PM_{2.5}
On-Site and Mobile Source Emissions	14.32	14.14	1.80	0.89
SCAQMD Localized Significance Threshold: (Adjusted for 3.5 acre of daily disturbance at 25 meters)	378	4,142	16	5
SCAQMD Threshold Exceeded?	No	No	No	No
NO _x : nitrogen oxides; CO: carbon monoxide; SO _x : sulfur oxides; PM ₁₀ : particulate matter 10 microns or less in diameter; PM _{2.5} : particulate matter 2.5 microns or less in diameter.				
Source: Appendix A-1.				

Criteria Pollutant Health Impacts

The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD’s LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria for pollutant health impacts.

As previously discussed, localized effects of on-site Project emissions on nearby receptors were found to be less than significant (refer to **Table 4-4** and **Table 4-5**). Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards.

Carbon Monoxide Hot Spots

An analysis of CO “hot spots” is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. The CO standard in California is a maximum of 3.4 grams per mile for passenger cars. With the turnover of older vehicles, the introduction of cleaner fuels, and the implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD’s AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is below the 35-ppm federal standard. As such, the Project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD’s CO Hotspot Analysis. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections as the Project would result in 205 daily trips. Therefore, impacts would be less than significant.

Toxic Air Contaminants

Construction would result in the generation of Diesel Particulate Matter (DPM) emissions from the use of off-road diesel equipment. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The closest sensitive receptors are located approximately 550 feet from the property boundary and major Project construction areas.

California Office of Environmental Health Hazard Assessment has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than 5 minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics and the Project would have a less than significant impact.

Table 4-6: Carcinogenic Risk Assessment shows the health risk for the following scenarios: construction, operation, and combined construction and operation of the Project. Based on OEHHA Risk Assessment Guidelines, the exposure duration for a resident is 30 years, beginning with the third trimester. Operations would commence following construction. As such, construction would not overlap with operations. The analysis calculates risk based on exposure to construction concentrations during the entire 11 months of the exposure duration and operational concentrations for the remainder of the exposure duration. As shown in **Table 4-6**, the unmitigated construction risk at residential and worker receptors would be 1.11 and 0.43 in one million, respectively. Additionally, the unmitigated operational cancer risk at residential and worker receptors would be 22.03 and 26.12 in one million, respectively. Further, the unmitigated combined construction and operational cancer risk at residential and worker receptors would be 19.58 and 25.54 in one million, respectively. Therefore, the maximum unmitigated operational cancer risk and unmitigated combined construction and operational cancer risk would exceed the SCAQMD threshold of 10 in one million. The Project would implement **MM HRA-1** to reduce cancer risk. **MM HRA-1** requires all outdoor cargo handling equipment (yard trucks and forklifts) to be zero emission/powered by electricity. Implementation of **MM HRA-1** would reduce cancer risk from Project operations to below the SCAQMD's 10 in one million threshold; refer to **Table 4-6**. With **MM HRA-1** incorporated, the operational cancer risk would be reduced to 0.11 in one million for residential receptors and 0.02 in one million for worker receptors. Further, the combined construction and operational cancer risk would be reduced to 1.12 for residential receptors and 0.39 for worker receptors. Therefore, the Project's cancer risk would not exceed the SCAQMD's 10 in one million threshold and impacts associated with carcinogenic risk would be less than significant.

Table 4-6: Carcinogenic Risk Assessment				
Exposure Scenario	Cancer Risk (Per Million)^{1, 2, 3, 4}		Specific Threshold (per Million)	Mitigated Risk Exceeds Thresholds
	Without Mitigation	With Mitigation		
Construction				
Residential Receptors – Adjacent to the north of the project site	1.11	NA	10	No
Work Receptors – Adjacent to the north of the project site	0.43	NA	10	No
Operations				
Residential Receptors – Adjacent to the south of the project site	22.03	0.11	10	No
Worker Receptors – Adjacent to the north of the project site	26.12	0.02	10	No
Construction and Operations Combined				
Residential Receptors – Adjacent to the south of the project site	19.58	1.12	10	No
Workers Receptors – Adjacent to the north of the project site	25.54	0.39	10	No
NA = Not Applicable 1. Refer to Appendix A-1 for modeling data. 2. The reported annual pollutant concentration is at the closest maximally exposed individual resident (MEIR) to the project site. the “Without Mitigation” scenario conservatively assumes that cargo handling equipment (i.e., yard trucks and forklifts) would be diesel powered. 3. The “With Mitigation” exposure scenario shows the risk with the incorporation of MM HRA-1 (zero emission cargo handling equipment).				

The significance thresholds for TAC exposure also require an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the Reference Exposure Level (REL) for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. RELs are designed to protect sensitive individuals within the population. According to OEHHA, the REL for DPM is 5 and the target organ is the respiratory system.

Table 4-7: Equipment-Specific Grading Rates. shows the chronic non-cancer risk hazard index from Project construction and operations. The chronic hazard was calculated based on the highest annual average concentration at the MEIR. It should be noted that there is no acute REL for DPM and acute health risk cannot be calculated. The highest maximum chronic hazard index associated with DPM emissions from project construction would be 0.0018 at the residential receptors and 0.0382 at the worker receptors. Additionally, the highest maximum chronic hazard index associated with DPM emissions from project operations would be 0.0058 at the residential receptors and 0.0844 at the worker receptors. Therefore, non-carcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur. Implementation of **MM HRA-1** would further reduce chronic non-carcinogenic impacts by requiring all outdoor cargo handling equipment (yard trucks and forklifts) to be zero emission/powered by electricity.

Table 4-7: Equipment-Specific Grading Rates		
Exposure Scenario	Annual Concentration (µg/m3) ^{1,2}	Chronic Hazard ¹
Construction		
Residential Receptors	0.0090	0.0018
Worker Receptors	0.1911	0.0382
Operation		
Residential Receptors	0.0289	0.0058
Worker Receptors	0.4220	0.0844
<i>SCAQMD Threshold</i>	<i>N/A</i>	<i>1.0</i>
Threshold Exceeded?	N/A	No
1. The reported pollutant concentration is at the closest receptor (maximally exposed individual receptor).		
Source: Appendix A-2		

As described above, impacts related to cancer risk would be less than significant with mitigation incorporated. Additionally, non-carcinogenic hazards are calculated to be within acceptable limits. It should be noted that the impacts assess the Project’s incremental contribution to health risk impacts, consistent with the SCAQMD guidance and methodology. The SCAQMD has not established separate cumulative thresholds and does not require combining impacts from cumulative projects. The SCAQMD considers projects that do not exceed the project-specific thresholds to generally not be cumulatively significant. Therefore, impacts related to health risk from the Project would be less than significant with implementation of **MM HRA-1**, and the Project’s contribution would be less than cumulatively considerable.

Mitigation Measures

MM HRA-1 All outdoor cargo handling equipment (such as yard trucks, hostlers, yard goats, pallet jacks, and forklifts) shall be zero emission (i.e., powered by electricity or other alternative fuels). The warehouse building shall include the necessary charging stations for cargo handling equipment. The building manager or their designee shall be responsible for enforcing these requirements.

Threshold (d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact.

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Odors may be generated during construction activities such as, equipment diesel exhaust, architectural coatings volatile organic compounds, and paving activities. However, these odors would be temporary,

are not expected to affect a substantial number of people and would disperse rapidly. Therefore, impacts related to odors associated with the Project's construction-related activities would be less than significant.

Operations

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors and no impact would occur.

4.4 Biological Resources

The basis for the following information and analysis for Biological Resources is the Biological Technical Report (BTR) prepared for the proposed Project by Rocks Biological Consulting (October 2022) The BTR is included as **Appendix B: Biological Technical Report** and summarized below.

Threshold (a) Would the project have a substantial 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?

Less Than Significant Impact with Mitigation Incorporated. The project site supports disturbed, developed, and non-native grassland habitats. No natural habitats are present within the project site. As such, special-status plant species are not anticipated to occur on the site due to a lack of suitable habitat.

The project site has a low potential to support burrowing owl; however, the project site is located within the burrowing owl overlay and could support the species. Project implementation would result in direct impacts to burrowing owl as a result of habitat destruction during construction activities. As such, to reduce potentially significant impacts to burrowing owls, the Project would implement Mitigation Measures (MM) **BIO-1A** and **BIO-1B** which require pre-construction surveys and implementation of a Burrowing Owl Relocation and Mitigation Plan when avoidance is not possible.

With the implementation **MM BIO-1A** and **MM BIO-1B**, the proposed Project would not have an adverse effect on any candidate, sensitive, or special-status plant or wildlife species and impacts would be less than significant.

Threshold (b) Would the project 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 U.S. Fish and Wildlife Service?

and

Threshold (c) Would the project have a substantial adverse effect on a 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 Impact. According to the BTR, there are no riparian habitats or federally protected wetlands or resources on the project site or within the surrounding area. The project site does not contain any water resources (e.g., streams, creeks, channels, vernal pools) nor would any of the proposed land uses potentially affect wetlands. The proposed Project would not directly or indirectly impact this habitat. The project site does not contain riparian habitat, sensitive natural communities, or wetlands. Therefore, no impact to riparian habitat or wetlands would occur.

Threshold (d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact with Mitigation. Wildlife movement corridors are physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed and fragmented landscapes. The project site consists of a vacant lot and previously disturbed land which features existing industrial uses. The project site and surrounding area are zoned for urban uses and are not wildlife corridors.

The proposed Project has the potential to result in impacts to nesting birds as a result of ground-disturbing activities and the removal of existing vegetation. Nesting migratory birds are protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFG). However, the Project would implement **MM BIO-2**, which would require ground-disturbing activities and vegetation clearing to occur outside of bird nesting season (February 15 to August 31). If avoidance is not feasible, a qualified biologist shall conduct a nesting bird survey prior to any ground disturbing activities. With the implementation of **MM BIO-2**, impacts to nesting migratory birds would be less than significant.

Threshold (e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The project site consists of developed land and a vacant lot. Project implementation would include the removal of ornamental trees during construction. The City does not have a tree preservation policy or ordinance. The Project would include the planting of ornamental trees and various shrubs and groundcover plants as landscaping throughout the project site, as required by Section 18.61.270 of the City's Municipal Code. Following compliance with the City's Municipal Code, impacts would be less than significant.

Threshold (f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Project would include the construction of one industrial warehouse building on land zoned Medium Industrial. No impact would occur.

Mitigation Measures

MM BIO-1A No less than 14 days prior to the onset of construction activities, a qualified biologist shall survey the construction limits of the project area and a 500-foot buffer for the presence of burrowing owls and occupied nest burrows. A second survey shall be conducted within 24 hours prior to the onset of construction activities. The surveys shall be conducted in accordance with the most current CDFW survey methods. If burrowing owls are not observed during the clearance survey, no additional conditions may be required to avoid impacts to burrowing owl.

If burrowing owl is documented on site, occupied burrowing owl burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive methods that either the birds have not begun egg laying and incubation, or that juveniles from the occupied burrows are foraging independently and capable of independent survival. Disturbance avoidance buffers shall be determined and set up by a qualified biologist in accordance with the recommendations included in the Staff Report on Burrowing Owl Mitigation (CDFW 2012). A biologist shall be contracted to perform monitoring during all construction activities approximately every other day. The definitive frequency and duration of monitoring shall be dependent on whether it is the breeding versus non-breeding season and the efficacy of the exclusion buffers, as determined by a qualified biologist and in coordination with CDFW.

If burrowing owl is observed during the non-breeding season (September 1 through January 31) or confirmed to not be nesting, a non-disturbance buffer between the project activities and the occupied burrow shall be installed by a qualified biologist in accordance with the recommendations included in the Staff Report on Burrowing Owl Mitigation.

MM BIO-1B If avoidance is not possible, either directly or indirectly, a Burrowing Owl Relocation and Mitigation Plan (Plan) shall be prepared and submitted for approval by CDFW. Once approved, the Plan would be implemented to relocate non-breeding burrowing owls from the project site. The Plan shall detail methods for passive relocation of burrowing owls from the project site, provide guidance for the monitoring and management of the replacement burrow sites and associated reporting requirements, and ensure that a minimum of two suitable, unoccupied burrows are available off site for every burrowing owl or pair of burrowing owls to be passively relocated. Compensatory mitigation of habitat would be required if occupied burrows or territories occur within the permanent impact footprint. Habitat compensation shall be approved by CDFW and detailed in the Burrowing Owl Relocation and Mitigation Plan.

The project applicant shall submit at least one burrowing owl preconstruction survey report to the satisfaction of the City of Rialto and CDFW to document compliance with this standard condition. For the purposes of this standard condition, 'qualified biologist' is a biologist who meets the requirements set forth in the Staff Report on Burrowing Owl Mitigation.

MM BIO-2 To ensure compliance with CFGC sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February 15 through August 31). If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are documented, avoidance and minimization measures may be adjusted, and construction activities stopped or redirected by the qualified biologist using their best professional judgement to avoid take of nesting birds. If nesting birds are not documented during the preconstruction survey, adherence to additional standard conditions may not be necessary to avoid impacts to nesting birds.

4.5 Cultural Resources

The basis for the following information and analysis for Cultural Resources is the Cultural Resources Technical Letter Report (Cultural Report) prepared for the proposed Project by ASM Affiliates (November 2022). The Cultural Report is included as **Appendix C: Cultural Resources Technical Letter Report** and summarized below.

Threshold (a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?

No Impact. State CEQA Guidelines Section 15064.5, define “historic resources” as resources listed in the California Register of Historical Resources (CRHR), or determined to be eligible by the California Historical Resources Commission for listing in the California Register of Historic Resources.⁷ CEQA allows local historic resource guidelines to serve as the California Register of Historical Resources criteria if enacted by local legislation to act as the equivalent of the State criteria.

The project site currently features previously developed land and a vacant lot. The project site features two existing industrial buildings which would be demolished during Project construction. The existing industrial buildings are not eligible to be considered historical resources. As such, the project site would not cause a substantial adverse change in the significance of a historical resource. No impact would occur.

Threshold (b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact with Mitigation Incorporated. A South Central Coast Information Center (SCCIC) records search was requested on July 26, 2022. Results of the SCCIC records search identified 39 previous reports were identified within the one-mile records search radius. However, none of the reports include the project site. Additionally, the SCCIC results identified 15 previously identified cultural resources; none of these resources occur within the project site. The nearest previously identified cultural resource is located approximately 0.5 miles from the project site.

A pedestrian archaeological survey was conducted by ASM Affiliates for the project site. No previously undocumented cultural resources were encountered during the pedestrian archaeological survey. Due to the previously disturbed land, it is unlikely that unknown archaeological resources would be unearthed during Project implementation.

It is unlikely that archaeological resources are present on the project site, given the prior construction of the existing industrial buildings and industrial uses on the site. Project construction would include demolition, excavation, and grading. While unlikely, there is the potential for the proposed Project to result in an adverse change in the significance of a previously unidentified archaeological resource. To reduce potential impacts to unidentified archaeological resources the Project would be subject to compliance with **MM CUL-1 and MM CUL-2**. Compliance with **MM CUL-1 and MM CUL-2** would reduce potential impacts to a less than significant level.

⁷ California Public Resources Code §5020.1(k), §5024.1(g).

Threshold (c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant with Mitigation Incorporated. No dedicated cemeteries are within or near the project site. The disturbance of most Native American human remains is typically in association with prehistoric archaeological sites. As discussed previously, the project site is not near an identified archaeological resource. Given the extent of on-site disturbances from previous development, there is low potential for the Project's ground-disturbing activities to encounter human remains. However, the proposed Project could result in a significant impact in the event unknown human remains are unearthed during project construction. The Project would implement **MM CUL-3**, which requires work within a 100-foot buffer of unanticipated funerary objects of human remains shall cease. If human remains are found, those remains would require proper treatment in accordance with applicable laws, including State of California Health and Safety Code (HSC) Sections 7050.5 and work within 100 feet of the find shall cease. HSC Section 7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately. As required by State law, the proposed Project would implement the procedures set forth in PRC Section 5087.98, including evaluation by the County Coroner and notification of the Native American Heritage Commission (NAHC). The NAHC would designate the "Most Likely Descendent" of the unearthed human remains. If excavation results in the discovery of human remains, the proposed Project would halt excavation near the find and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for treatment and disposition of the remains. Following compliance with the established regulatory framework (i.e., HSC §§7050.5-7055 and PRC §5097.98 and §5097.99), the Project's potential impacts concerning human remains would be less than significant.

Mitigation Measures

- MM CUL-1** In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and an archaeologist meeting the Secretary of Interior's professional qualification standards in archaeology shall be hired to assess the find. Work on the other portions of the Project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within **MM TCR-1**, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.
- MM CUL-2** If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within **MM TCR-1**. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.
- MM CUL-3** If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State and Health and Safety Code Section 7050.5 and that code enforced for the duration of the Project.

4.6 Energy

The basis for the following information and analysis for Energy is the Energy Memorandum prepared for the proposed Project by Kimley-Horn (February 2024). The memorandum is included as **Appendix D: Energy Memorandum** and summarized below.

Building Energy Conservation Standards

In June 1977, the California Energy Resources Conservation and Development Commission (now the California Energy Commission) adopted energy conservation standards for new residential and non-residential buildings, which the Commission updates every three years (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The periodic update of these standards allow for consideration and possible incorporation of new energy efficiency technologies and methods. On August 11, 2022, the California Energy Commission (CEC) adopted the 2019 Building Energy Efficiency Standards, which took effect on January 1, 2023.

The 2022 Standards improved upon the previous 2019 Standards for new construction of and additions and alterations to residential and non-residential buildings. The 2022 Title 24 Standards focuses on encouraging electric heat pump technology, establishing electric-ready requirements, expanding solar photovoltaic system and battery storage standards, and strengthening ventilation standards.

Senate Bill 350

In September 2015, then California Governor Jerry Brown signed Senate Bill (SB) 350 into law. This legislation established tiered increases to the Renewable Portfolio Standard: 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100. This legislation, referred to as “The 100 Percent Clean Energy Act of 2019,” increased the required Renewable Portfolio Standards. Under SB 100, the total kilowatt-hours (kWh) of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Threshold (a) Would the project result in a potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

Construction Energy

The energy associated with Project construction includes electricity use associated with water utilized for dust control; diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment; and gasoline fuel from on-road worker commute trips. Because construction activities typically do not require natural gas, it is not included in the following discussion. The energy use analysis relies on the construction equipment list and operational characteristics from CalEEMod. Energy consumption associated with the proposed Project is summarized in **Table 4-6: Energy Use During Construction**.

Table 4-6: Energy Use During Construction			
Project Source	Total Construction Energy⁴	San Bernadino County Annual Energy Consumption	Percentage of Countywide Consumption
Electricity Use			
Water ¹	0.0092 GWh	16,181 GWh	<0.0001%
Diesel Use			
On-Road Construction Trips ²	2,424 gallons	280,907,070 gallons	0.0009%
Off-Road Construction Equipment ³	47,531 gallons		0.0169%
Construction Diesel Total	49,954 gallons		0.0178%
Gasoline Use			
On-Road Construction Trips	5,374 gallons	846,846,001 gallons	0.0006%
Notes:			
1. Construction water use based on acres disturbed per day during grading and site preparation and estimated water use per acre.			
2. On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in San Bernardino County for construction year 2024.			
3. Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.			
4. Total Construction Energy is the combined energy usage over approximately 7 months of construction.			
Source: Appendix D.			

Electricity

Water for Construction Dust Control. Electricity use associated with water usage for construction dust control is calculated based on total water use and the energy intensity for supply, distribution, and treatment of water. The total number of gallons of water used is calculated based on acreage disturbed during grading and site preparation, as well as the daily watering rate per acre disturbed.

- The total acres disturbed are calculated using the methodology described in Chapter 4.2 of Appendix A of the CalEEMod User’s Guide, available at: <http://www.caleemod.com/>.
- The water application rate of 3,020 gallons per acre per day is from the Air and Waste Management Association’s Air Pollution Engineering Manual (1992).

The energy intensity value is based on the CalEEMod default energy intensity per gallon of water for San Bernardino County. As summarized in **Table 4-6**, the total electricity demand associated with water use for construction dust control would be approximately 0.0092 GWh over the duration of construction.

Petroleum Fuel

On-Road Diesel Construction Trips. The diesel fuel associated with on-road construction mobile trips is calculated based on vehicle miles traveled (VMT) from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in miles per gallon (MPG). VMT for the entire construction period is calculated based on the number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. In summary, the total diesel fuel associated with on-road construction trips would be approximately 2,424 gallons over the duration of buildout of the Project; refer to **Table 4-6**.

Off-Road Diesel Construction Equipment. Similarly, the construction diesel fuel associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios

from the Climate Registry. The total diesel fuel associated with off-road construction equipment is approximately 47,531 gallons for duration of buildout of the Project; refer to **Table 4-6**.

On-Road Gasoline Construction Trips. The gasoline fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in MPG using the same methodology as the construction on-road trip diesel fuel calculation discussed above. The total gasoline fuel associated with on-road construction trips would be approximately 5,374 gallons over the duration of buildout of the Project; refer to **Table 4-6**.

In total, construction of the Project would use approximately 0.0092 GWh of electricity, 5,374 gallons of gasoline, and 49,954 gallons of diesel. In 2021, San Bernardino County used 16,181 GWh of electricity. Project construction electricity use would represent less than 0.0001 percent of the current electricity use in San Bernardino County.

In 2024, the year Project construction is anticipated to commence, San Bernardino County is anticipated to use approximately 846,846,001 gallons of gasoline and approximately 280,907,070 gallons of diesel fuel. During construction, gasoline fuel consumption would constitute 0.0006 percent of average annual gasoline usage in the County and diesel fuel consumption would constitute 0.0178 percent of average annual diesel used in the County. Based on the total Project's relatively low construction fuel use proportional to annual County use, the Project would not substantially affect existing energy fuel supplies or resources. New capacity or additional sources of construction fuel are not anticipated to be required.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption. As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's temporary construction demand.

SCE's total energy sales are projected to be 101,958 GWh of electricity in 2024. Therefore, the Project's construction-related annual electricity consumption of 0.0092 GWh would represent less than 0.0001 percent of SCE's projected annual sales. Therefore, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand.

Furthermore, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. In addition, some energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

The Project would have construction activities that would use energy, primarily in the form of diesel fuel and electricity. Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such as from SCAQMD CEQA Guidelines. Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel particulate matter and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials,

energy use is reduced. There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the costs of business.

As previously discussed, the Project’s fuel from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the State CEQA Guidelines Appendix G and Appendix F criteria require the Project’s effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in construction fuel demand is not anticipated to trigger the need for additional capacity. Additionally, use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies.

There are no unusual characteristics that necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, it is expected that construction fuel use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential construction impacts are considered less than significant.

Operational Energy

The energy consumption associated with Project operation would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. The Project is anticipated to be operational in 2025. The Project’s annual energy use during operations is shown in **Table 4-8: Annual Energy Use During Operations**.

Table 4-8: Annual Energy Use During Operations			
Project Source	Project Annual Energy Consumption	San Bernadino County Annual Energy Consumption	Percentage of Countywide Consumption
<i>Electricity Use</i>			
Area ¹	0.2885 GWh	16,181 GWh	0.0018%
Water ¹	0.3654 GWh		0.0023%
Total Electricity	0.6539 GWh		0.0040%
<i>Natural Gas Use</i>			
Area ¹	2,381 therms	561,360,617 therms	0.0004%
<i>Diesel Use</i>			
Mobile ²	122,254 gallons	280,907,070 gallons	0.0434%
<i>Gasoline Use</i>			
Mobile ²	34,576 gallons	846,846,002 gallons	0.0042%
Notes:			
1. The electricity, natural gas, and water usage are based on project-specific estimates and CalEEMod defaults.			
2. Calculated based on the mobile source fuel use based on VMT and fleet-average fuel consumption (in gallons per mile) from EMFAC2021 for operational year 2024.			
Source: Appendix D .			

Petroleum Fuel

The gasoline and diesel fuel associated with on-road vehicular trips is calculated based on total VMT calculated for the analyses within CalEEMod and average fuel efficiency from the EMFAC model. As summarized in **Table 4-78**, the Project's total gasoline and diesel fuel would be approximately 34,576 gallons per year and 122,254 gallons per year, respectively.

Electricity

The electricity use during Project operation is based on CalEEMod defaults. The Project would use approximately 0.6539 GWh of electricity onsite per year; refer to **Table 4-8**. The electricity associated with operational water use is estimated based on the annual water use and the energy intensity factor is the CalEEMod default energy intensity per gallon of water for San Bernardino County. Project area water use is based on the CalEEMod default rates. The Project would use approximately 28.2 million gallons annually of water annually which would require approximately 0.3654 GWh per year for conveyance and treatment.

Natural Gas

The methodology used to calculate the natural gas use associated with the Project is based on CalEEMod default rates. The Project would use 2,381 therms of natural gas per year; refer to **Table 4-8**.

As shown in **Table 4-8**, the Project's electricity and automotive fuel consumption compared to existing conditions is minimal (less than one percent of existing consumption). For the reasons described above, the Project would not place a substantial demand on regional energy supply or require significant additional capacity, or significantly increase peak and base period electricity demand. Therefore, the Project would not cause a wasteful, inefficient, and unnecessary consumption of energy during Project operations or preempt future energy development or future energy conservation. Therefore, impacts associated with operational energy use would be less than significant.

Threshold (b) Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. Title 24 of the California Code of Regulations contains energy efficiency standards for residential and non-residential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs.

Part 6 of Title 24 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State in order to reduce energy demand and consumption. The Project would comply with Title 24, Part 6 per state regulations. In accordance with Title 24 Part 6, the Project would have: (a) sensor-based lighting controls— for fixtures located near windows, the lighting would be adjusted by taking advantage of available natural light; and (b) efficient process equipment—improved technology offers significant savings through more efficient processing equipment.

Title 24, Part 11, contains voluntary and mandatory energy measures that are applicable to the Project under the California Green Building Standards Code. As discussed above, the Project would result in an increased demand for electricity, natural gas, and petroleum. In accordance with Title 24 Part 11 mandatory compliance, the Applicant would have (a) 50 percent of its construction and demolition waste diverted from landfills; (b) mandatory inspections of energy systems to ensure optimal working efficiency;

(c) low pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards; and (d) a 20 percent reduction in indoor water use. Compliance with all of these mandatory measures would decrease the consumption of electricity, natural gas, and petroleum.

The Project would not conflict with any of the federal, state, or local plans for renewable energy and energy efficiency. Because the Project would comply with Parts 6 and 11 of Title 24, no conflict with existing energy standards and regulations would occur. Therefore, impacts associated with renewable energy or energy efficiency plans would be considered less than significant.

The Project's energy consumption would exceed less than one percent of the corresponding energy sources within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. All Project buildings will comply with energy and fuel efficiency laws and regulations; therefore, the Project would not be wasteful or inefficient. Thus, the Project would result in a less than significant impact.

4.7 Geology and Soils

The basis for the following information and analysis for Geology and Soils is the Geotechnical Investigation Prepared by Geotechnical Professionals, Inc. GPI, Inc., (June 2022) prepared for the proposed Project. The report is included as **Appendix E: Geotechnical Investigation** and summarized below. Paleontological record search results provided by the Natural History Museum of Los Angeles County (November 2023) are included as **Appendix F: Paleontological Records Results**.

Threshold (a.i) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Less Than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act (Act) was passed in 1972 to address the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo Earthquake Fault Zones" around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). Based on the Geotechnical Investigation, the project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known active fault traverses the project site. The nearest fault zone is the San Jacinto Fault Zone, located approximately 4.5 miles northeast of the project site. In addition, the Project would be subject to the current California Building Code (CBC) guidelines, with respect to seismic design parameters. Conformance with these standard engineering practices and design criteria would reduce potential seismic impacts. Therefore, the Project would not directly, or indirectly, cause potential substantial adverse effects involving rupture of a known earthquake fault. Thus, impacts would be less than significant.

Threshold (a.ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less Than Significant Impact. The City, as well as most of Southern California, is located in a region of historic seismic activity. As previously discussed, the nearest fault zone to the project site is the San Jacinto Fault zone, located approximately 4.5 miles to the northeast. During seismic events, the project site could experience moderate ground shaking associated with the fault described above. Strong levels of seismic ground shaking can cause damage to buildings. The intensity of ground shaking on the project site would depend upon the earthquake's magnitude, distance to the epicenter, and geology of the area between the project site and the epicenter. The City would impose regulatory controls to address potential seismic hazards through the permitting process. The Project would be subject to the current CBC guidelines, with respect to seismic design parameters. Conformance with these standard engineering practices and design criteria would reduce the effects of seismic ground shaking.

As discussed in the Geotechnical Investigation, the project site is not located within an active fault zone. As such, the potential for damage to occur as a result of ground shaking is considered low. Following compliance with standard engineering practices and the CBC guidelines, the Project's potential impacts concerning exposure of people or structures to potential adverse effects involving strong seismic ground shaking would be less than significant.

Threshold (a.iii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

No Impact. Liquefaction is a phenomenon where cohesionless soils undergo a temporary loss of strength during severe ground shaking and acquire a degree of mobility sufficient to permit ground deformation. In extreme cases, soil particles can become suspended in groundwater, resulting in the soils deposit becoming mobile and fluid-like. Liquefaction is generally considered to occur primarily in loose to medium dense deposits of saturated soils. For liquefaction to occur, a project site must be subject to three factors: underlying loose, coarse-grained (sandy) soils, a groundwater depth of approximately 25 feet, and a potential for seismic shaking from nearby large-magnitude earthquakes. As determined in the Geotechnical Investigation, the project site is not located within a liquefaction zone. No impacts associated with liquefaction would occur.

Threshold (a.iv) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No Impact. Landslides can occur if ground shaking and/or heavy rainfall disturb areas of steep slopes consisting of unstable soils. The project site consists flat, previously disturbed land with an elevation of approximately 990 feet amsl and is not located within a landslide zone.⁸ Therefore, no impacts related to landslides would occur.

Threshold (b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion is the movement of rock and soil by natural processes. According to the Geotechnical Investigation, the subsurface profile of the project site consists of undocumented fill and disturbed soils. The undocumented fill materials encountered consisted of loose to medium dense, dry to slightly moist silty sands and dry to slightly moist sandy silts. Given the site's topography and geology, the potential for loss of topsoil is considered low.

Ground disturbing activities associated with Project construction has the potential to expose soil to short-term erosion. The Project would be required to implement a Storm Water Pollution Prevention Program (SWPPP), which would include general Best Management Practices (BMPs) to ensure erosion and sedimentation is prevented from leaving the site. Erosion BMPs may include sandbag barriers, storm drain inlet protection, or hydroseeding. Further, the Project would comply with Section 17.40.010 of the Rialto Municipal Code, which requires erosion control to prevent off-site damage.

With compliance with the City's Municipal Code and implementation of the SWPPP, the Project's potential to result in substantial soil erosion or loss of topsoil would be less than significant.

Threshold (c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. As discussed above in response to Threshold 4.7, a.iii, the project site is not located in a liquefaction zone, and the potential for liquefaction to occur is considered very low. As such, the potential for lateral spreading is also considered very low, as lateral spreading is a type of liquefaction.

⁸ DOC. (2023b) *Earthquake Zones of Required Investigation*. <https://maps.conservation.ca.gov/cgs/eqzapp/app/>. Accessed October 2023.

As discussed in Threshold 4.7, a.iv, the project site is not located within a landslide zone.⁹ Subsidence occurs when the withdrawal of groundwater, oil, or natural gas vertically displaces a large portion of land. Soils that are particularly subject to subsidence include those with high silt or clay content. Undocumented fill and disturbed soils which consists predominantly of sands underlie the project site. Groundwater was not encountered in the borings performed for the Geotechnical Investigation. No large-scale extraction of gas, oil, or geothermal energy is occurring or planned at the project site. The Geotechnical Investigation concluded that subsidence of up to 0.1 feet could occur.

The Geotechnical Investigation makes recommendations concerning design and construction. The Rialto Building Division would review construction plans to verify compliance with standard engineering practices, the CBC, and the Geotechnical Investigation's recommendations. Further, the Project would not be located on a geologic unit of soil that would become unstable and potentially result in subsidence. Therefore, impacts would be less than significant.

Threshold (d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. The Geotechnical Investigation concluded that site soils have a very low expansion potential. As discussed in Threshold 4.7, c, the Geotechnical Investigation makes recommendations concerning design and construction. The Rialto Building Division would review construction plans to verify compliance with standard engineering practices, the CBC guidelines, and the Geotechnical Investigation's recommendations. The Project would not create substantial direct or indirect risks to life or property concerning expansive soils. Therefore, impacts would be less than significant.

Threshold (e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project would not include the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

Threshold (f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation. Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. The City's General Plan does not identify areas with paleontological sensitivity within the City. The project site and surrounding area consists of previously disturbed land. No paleontological resources are known to be on or adjacent to the project site. It is assumed that if these resources were located in these areas, they would have been discovered during original or subsequent ground disturbing activities. Should evidence of paleontological resources be encountered during grading and construction, operations would be required to cease, and the City of Rialto would be required to be contacted for determination of appropriate procedures. While fossils are not expected to be discovered during construction, it is possible that significant fossils could be discovered during excavation activities, even in areas with a low likelihood of occurrence. Fossils

⁹ DOC. (2023b) *Earthquake Zones of Required Investigation*. <https://maps.conservation.ca.gov/cgs/eqzapp/app/>. Accessed October 2023.

encountered during excavation could be inadvertently damaged. If a unique paleontological resource is discovered, the impact to the resource could be substantial.

To reduce this potentially significant impact to a less than significant level, all construction related impacts of fossils or fossil-bearing deposits shall be monitored in accordance with Mitigation Measure GEO-1, to the satisfaction of the City Public Works/Engineering Department. Accordingly, with implementation of **MM GEO-1**, potential impacts to a unique paleontological resource or unique geologic feature would be reduced to a less than significant impact level.

Mitigation Measure

MM GEO-1 In the event an unanticipated paleontological resource is unearthed during construction, ground disturbing activities within a 50-foot buffer of the find shall halt until a City-approved qualified paleontologist determines the significance of the find. The qualified paleontologist shall document the find in accordance with the Society of Vertebrate Paleontology standards, evaluate the find, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15604.5. The appropriate agencies shall be notified of the find by the qualified paleontologist to determine the appropriate procedures before construction activities within the 50-foot buffer of the find can resume. If avoidance of the find is not feasible, the qualified paleontologist shall prepare an excavation plan for mitigating the effect of the construction activities on the find. The excavation plan shall be submitted to the City for review and approval prior to implementation.

4.8 Greenhouse Gas Emissions

A Greenhouse Gas Emissions Assessment was prepared by Kimley-Horn (February 2024) for the proposed Project. The GHG modeling outputs and results are included in **Appendix G: Greenhouse Gas Emissions Assessment** of this Initial Study and summarized below.

Background

The “greenhouse effect” is the natural process that retains heat in the troposphere, the bottom layer of the atmosphere. Without the greenhouse effect, thermal energy would “leak” into space resulting in a much colder and inhospitable planet. With the greenhouse effect, the global average temperature is approximately 61°F (16°C). Greenhouse gases (GHGs) are the components of the atmosphere responsible for the greenhouse effect. The amount of heat retained is proportional to the concentration of GHGs in the atmosphere. As human activities and natural sources release more GHGs into the atmosphere, GHG concentrations increase and the atmosphere retains more heat, increasing the effects of climate change. The Kyoto Protocol identified six gases for emission reduction targets: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆). When accounting for GHGs, all types of GHG emissions are expressed in terms of CO₂ equivalents (CO₂e) and are typically quantified in metric tons (MT) or million metric tons (MMT).

CO₂, CH₄, and N₂O cause approximately 80 percent of the total heat stored in the atmosphere. Human activities, as well as natural sources, emit these three gases. Each of the GHGs affects climate change at different rates and persists in the atmosphere for varying lengths of time. Global warming potential (GWP) is the relative measure of the potential for a GHG to trap heat in the atmosphere. The GWP allows comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of one ton of a gas will absorb over a given period, relative to the emissions of one ton of CO₂. The larger the GWP, the more that a given gas warms the Earth compared to CO₂ over that period. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases.

Stationary source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces emit GHGs, primarily CO₂, CH₄, and N₂O. GHGs also emit from mobile sources such as on-road vehicles and off-road construction equipment burning fuels such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a facility. Included in GHG quantification is electric power, which is used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills.¹⁰

Regulations and Significance Criteria

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project’s GHG emissions will have a “significant” impact on the environment. The guidelines direct that agencies are to use “careful

¹⁰ California Air Resources Board (CARB). (2008). *Climate Change Scoping Plan*.

judgment” and “make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate” the project’s GHG emissions (**Appendix G**).

Based upon the criteria derived from Appendix G of the CEQA Guidelines, a project normally would have a significant effect on the environment if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

South Coast Air Quality Management District Thresholds

On December 5, 2008, the SCAQMD Governing Board adopted a 10,000 MTCO₂e industrial threshold for projects where the SCAQMD is the lead agency. During the GHG CEQA Significance Threshold Working Group Meeting #15, the SCAQMD noted that it was considering extending the industrial GHG significance threshold for use by all lead agencies. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution. Additionally, the SCAQMD GHG Significance Threshold Stakeholder Working Group has specified that a warehouse is considered to be an industrial project. Further, the Working Group indicated that the 10,000 MTCO₂e per year threshold applies to both emissions from construction and operational phases plus indirect emissions such as electricity and water use.

Although the screening threshold for industrial projects is 10,000 MTCO₂e per year, the GHG analysis conservatively uses 3,000 MTCO₂e per year as the Project GHG threshold.

Threshold (a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

Short-Term Construction Greenhouse Gas Emissions

Project construction activities would generate direct CO₂, N₂O, and CH₄ emissions from construction equipment, transport or materials, and construction workers commuting to and from the project site. Total GHG emissions generated during all construction phases were combined and are presented in **Table 4-9: Construction-Related Greenhouse Gas Emissions**.

Table 4-9: Construction-Related Greenhouse Gas Emissions	
Category	MTCO ₂ e
2023 Construction	349.60
30-Year Amortized Construction	11.65
Source: Appendix G	

As indicated in **Table 4-11**, the Project would result in the generation of approximately 349.60 MTCO₂e over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions.¹¹ The amortized Project construction emissions

¹¹ The amortized period of 30-years is based on the standard assumption of the SCAQMD (SCAQMD, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26,2009).

would be 11.65 MTCO₂e per year. Once construction is complete, the generation of these GHG emissions would cease.

Long-Term Operation Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

Total GHG emissions associated with the Project are summarized in **Table 4-10: Project Greenhouse Gas Emissions**. As shown in **Table 4-10**, the Project would generate approximately 1,930.41 MTCO₂e annually from both construction and operations.

Table 4-10: Project Greenhouse Gas Emissions	
Emissions Source	MTCO₂e
Construction Amortized Over 30 Years	11.65
Area Source	0.01
Energy	64.21
Mobile	1,444.60
Off-Road – Forklifts	134.09
Off-Road – Yard Trucks	97.84
Emergency Generators	19.56
Waste	56.02
Water and Wastewater	102.42
Total Project Emissions	1,930.41
<i>Threshold</i>	<i>3,000</i>
Exceeds Threshold?	No
Note: Appendix G.	

The majority of Project emissions (approximately 87 percent) would occur from mobile sources. CARB is directly responsible for regulating mobile and transportation source emissions in the State. Regarding the first parameter, California addresses emissions control technology through a variety of legislation and regulatory schemes, including the state’s Low Carbon Fuel Standard (Executive Order S-01-07) (LCFS), a regulatory program designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The regulatory standards are expressed in terms of the “carbon intensity” of gasoline and diesel fuel and their substitutes. Different types of fuels are evaluated to determine their “life cycle emissions” which include the emissions associated with producing, transporting, and using the fuels. Each fuel is then given a carbon intensity score and compared against a declining carbon intensity benchmark for each year. Providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets these declining benchmarks for each annual compliance period. In 2018, CARB approved amendments to the LCFS, which strengthened the carbon

intensity benchmarks through 2030 to ensure they are in-line with California’s 2030 GHG emission reduction target enacted through SB 32. This ensures that the transportation sector is meeting its obligations to achieve California’s GHG reduction targets. The state is also implementing legislation and regulations to address the second parameter affecting transportation related GHG emissions by controlling for VMT. Examples of this include SB 375, which links land use and transportation funding and provides one incentive for regions to achieve reductions in VMT, and SB 743, which discourages VMT increases for passenger car trips above a region-specific benchmark.

As such, the City has no regulatory control over emissions control technology and therefore limited ability to control or mitigate emissions associated with mobile source emissions associated with the Project. As shown in **Table 4-10**, the Project GHG emissions would not exceed the SCAQMD’s 3,000 MTCO₂e per year threshold and impacts would be less than significant. As such, the Project would not be cumulatively considerable.

Threshold (b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact.

City of Rialto Climate Adaptation Plan

The City has adopted the Rialto Climate Adaptation Plan, which outlines goals to reduce energy consumption and GHG emissions to become a more sustainable community. The Project would be required to comply with the applicable building codes which include energy conservation measures mandated by the Title 24 of the California Building Standards Code and the California Green Building Standards. Because Title 24 standards require energy conservation features in new construction, these standards indirectly regulate and reduce GHG emissions. California’s Building Energy Efficiency Standards are updated on an approximately three-year cycle. The more recent 2022 standards went into effect January 1, 2023.

Further, the Project would comply with the City’s General Plan policies and State Building Code provisions designed to reduce GHG emissions. The proposed Project would also comply with all SCAQMD applicable rules and regulation during construction and operation and would not interfere with the State’s AB 32 goals.

CARB Scoping Plan

The 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce human GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan plans to achieve the AB 1279 targets primarily through zero-emission transportation. Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-electric vehicle buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced

through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

Approximately 96 percent of the Project's mitigated GHG emissions are from energy and mobile sources which would be further reduced by the 2022 Scoping Plan measures. It should be noted that the City has no control over vehicle emissions (approximately 87 percent of the Project's total emissions). However, these emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover. Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the following:

- **CARB's Advanced Clean Truck Regulation:** Adopted in June 2020, CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.
- **Executive Order N-79-20:** Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."
- **CARB's Mobile Source Strategy:** CARB's Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California's targets by increasing the adoption of ZEV buses and trucks.
- **CARB's Sustainable Freight Action Plan:** The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the project site and may include existing trucks or new trucks that are part of the statewide goods movement sector.
- **CARB's Emissions Reduction Plan for Ports and Goods Movements:** CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.

While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. The Project would not obstruct or interfere with efforts to increase ZEVs of State effort to improve system efficiency. As such, the Project would not interfere with their implementation.

Furthermore, the Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan.

Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, the SCAG Regional Council adopted Connect SoCal (2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy [RTP/SCS]). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from

local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and FCAA requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the State.

Compliance with applicable State standards would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. The Project would be consistent with the stated goals of the RTP/SCS. Therefore, the proposed Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

San Bernadino County Regional Greenhouse Gas Reduction Plan

The Project's GHG emissions would not conflict with the County GHG Reduction Plan. The Project would be consistent with the applicable Rialto General Plan policies that form the foundation for the City's GHG emissions reduction measures outlined in the County GHG Reduction Plan. Therefore, the proposed Project would be consistent with the County GHG Reduction Plan and supports the goals of the County GHG Reduction Plan.

The Project would be consistent with the SCAG's RTP/SCS and the CARB Scoping Plan, and would be required to comply with existing regulations, including applicable measures from the City's General Plan. The Project would be directly affected by the outcomes. As such, the Project would not conflict with any other State-level regulations pertaining to GHGs.

As discussed above, 96 percent of the Project's GHG emissions are from energy and mobile sources which would be further reduced by the 2022 Scoping Plan goals described above, achieving 100 percent zero emission vehicle sales in 2035, and implementing the Advanced Clean Fleets regulation. These emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover. SCAG's 2020 RTP/SCS is also expected to help California reach its GHG reduction goals, with reductions in per capita transportation emissions of 19 percent by 2035.

The proposed Project does not conflict with the applicable plans that are discussed above. Therefore, impacts would be less than significant.

4.9 Hazards and Hazardous Materials

The basis for the information provided in this section is the Phase I Environmental Site Assessment (ESA) and Phase II ESA prepared by Orion Environmental Inc., which are included as **Appendix H** and **Appendix I**, respectively. Additional information is also provided in a Phase II Site Investigation Results Memo prepared by Hazard Management Consulting, included as **Appendix J**.

Regulatory Setting

Various federal, State, and local agencies regulate hazardous materials management. Federal and State agencies include the U.S. EPA, United States Department of Transportation (DOT), California Environmental Protection Agency (Cal EPA), California Department of Toxic Substances (DTSC), California State Water Resources Control Board (SWRCB), RWQCB, and the California Highway Patrol.

Existing Site Conditions

Recognized environmental condition (REC) refers to the presence of likely presence of any hazardous substances or petroleum products in, on, or at a property; due to release to the environment; under conditions indicative of release to the environment; or under conditions that pose a material threat of future release to the environment.

The project site consists of developed land and a vacant lot. The Phase I ESA performed in May 2022, identified one REC and one VEC on-site. Historical land use at the Subject Property, adjoining, and nearby properties included large-scale orchards from at least the 1930's until the 1990's. Orchards are known to require heavy application of pesticides and herbicides resulting in a potential release of hazardous materials to the environment. Additionally, the current land use involves the storing and mixing of a large volume of chemicals including acetones, ketones, xylenes, and dye materials. The large volume of chemicals stored and mixed on site could be a potential hazard and possible Vapor Encroachment Screen (VEC). The historical presence of orchards and volume of chemicals on-site warrants additional investigation.

In May 2022, Orion conducted a Phase II ESA for the site as a result of the recommendations in the Phase I ESA (May 2022). The report indicated that metal, organochlorine pesticides (OCP), organophosphate pesticides (OPP), and herbicide concentrations in shallow soil were below background or regulatory screening levels (DTSL screening levels or EPA regulatory screening levels) for human health risks associated with direct contact under commercial/industrial land and not a likely risk for groundwater. Additionally, soil vapor sampling results indicated that VOCs, except benzene and ethylbenzene, were below commercial/industrial screening levels for human health risks associated with vapor intrusion to indoor air. However, benzene and ethylbenzene soil vapor sampling results were above commercial/industrial screening levels for human health risks in samples surrounding the Dura Technologies building. As a result, the Phase II recommended that additional sampling be conducted to determine if a vapor barrier and collection system under future buildings may be required to protect the health of future building occupants from vapor intrusion.

The Phase II Site Investigation performed by Hazard Management Consulting (March 2023) included the collection of soil and soil gas that were analyzed for volatile organic compounds (VOCs) by U.S. Environmental Protection Agency (EPA) Method TO-15, and shallow soil samples were analyzed for organochlorine pesticides (OCPs), organophosphorus pesticides (OPPs), herbicides, and Title 22 Metals by EPA Method Nos. 8081A, 8141A, 8151A, 6010B and 7471A, respectively. The soil vapor samples generally reported no to low detections of volatile organic compounds (VOCs) in soil vapor at the project site with

the exception of benzene and chloroform. Benzene was detected in all thirteen soil vapor samples at concentrations ranging from above laboratory reporting limits to slightly above regulatory screening criteria. Chloroform was detected in one sample at a concentration that is slightly above regulatory screening criteria. The pattern and distribution of VOCs detected in soil vapor did not appear to represent a source area, but rather low-level hits that could be a mix of small releases that went completely into a vapor phase and/or contributions from the industrial nature of the project site vicinity. The Phase II Site Investigation concluded that there are VOCs present in soil vapor at generally low concentrations across the project site with no apparent source area that would require remediation.

Threshold (a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Project construction would involve the transport, storage, use, and/or disposal of limited quantities of hazardous materials, such as fuels, solvents, degreasers, and paints. The use of these materials during Project construction would be short-term, and would occur in accordance with standard construction practices, as well as with applicable federal, State, and local regulations. Potentially hazardous materials would be contained, stored, and used during construction in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Examples of such activities include fueling and servicing construction equipment and applying paints and other coatings. Project construction would be temporary, and existing regulations of several agencies would govern these activities. Construction activities would be subject to compliance with relevant regulatory requirements and restrictions concerning the transport, use, or disposal to prevent a significant hazard to the public or environment. The primary regulatory requirements include SCAQMD Rule 1166 (volatile organic compound emissions) and Rule 1466 (fugitive dust-toxic air contaminants).

The Project would include the construction of one warehouse building and associated on-site improvements. The Project would not emit hazardous emissions or involve the use of materials associated with routine maintenance of the property, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. The use of these materials would not involve the routine transport, use, or disposal of quantities of hazardous materials that could create a significant hazard to the public or environment. The hazardous materials used during operation would be stored, handled, and disposed of in accordance with applicable regulations. Therefore, following compliance with the regulatory requirements, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

Threshold (b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact with Mitigation Incorporated. Federal, State, and local laws, regulations, and programs address the storage, use, handling, and disposal of any hazardous materials (such as paints and solvents) that the Project Applicant might use during construction. Compliance with applicable laws and regulations would reduce the risk of hazardous material incidents during construction to a less than significant level. Therefore, Project construction activities would not create a significant hazard to the public or to the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Project operations would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. As discussed above, the Phase I ESA reported

one REC and one VEC associated with the project site. However, the Phase II site investigation concluded that VOCs present in soil vapor at generally low concentrations across the project site with no apparent source area that would require remediation. The Phase II Site Investigation also recommended that a Soil Management Plan be developed to minimize potential impacts from unanticipated subsurface features or soil conditions during demolition and grading. The report further recommended that vapor intrusion should be re-evaluated via additional subsurface investigation and/or a human health risk assessment prior to the development of a new structure. With the implementation of Mitigation Measures **HAZ-1** and **HAZ-2**, impacts would be reduced to a less than significant level.

Threshold (c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The school nearest the project site is Crestmore Elementary School (16670 Jurupa Avenue) located approximately one mile to the west. Additionally, the Project does not propose uses which would potentially generate hazardous materials in significant quantities that would have an impact to surrounding schools. No impact would occur.

Threshold (d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment?

No Impact. Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the DTSC. The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination; sites with known USTs having a reportable release; and solid waste disposal facilities from which there is a known migration. The Cortese list also includes hazardous substance sites selected for remedial action; historic Cortese sites and sites with known toxic material identified through the abandoned site assessment program. The proposed Project would not be located on a site which is included on a hazardous materials site list compiled pursuant to California Government Code Section 65962.5.¹² Therefore, the Project would not create a significant hazard to the public or the environment. No impact would occur.

Threshold (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 or excessive noise for people residing or working in the project area?

No Impact. The airports located nearest to the project site include Flabob Airport located approximately 4.6 miles southwest of the site and San Bernadino International Airport located approximately 7.5 miles northeast of the project site. The project site is not within the Airport Influence Areas of these two airports.¹³ Therefore, the Project would not result in a safety hazard or excessive noise for people working or residing at the project site. No impact would occur.

¹² Department of Toxic Substances Control (DTSC). (2023). DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). Available at <https://dtsc.ca.gov/dtscs-cortese-list/>. Accessed November 2023.

¹³ Riverside County Airport Land Use Commission. (2004) ALUCP – Flabob Airport Compatibility Map. <https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/Flabob.pdf>.

Threshold (f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City has adopted an Emergency Operations Plan (EOP), which provides comprehensive policy and guidance for emergency and response operations to natural and manmade hazards. Further, primary access to all roadways would be maintained during the construction of the proposed Project. Temporary construction activities would not impede emergency access to the project site or surrounding area. Impacts would be less than significant.

Threshold (g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less Than Significant Impact. According to the CalFire Fire Hazard Severity Zone Viewer, the project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA).¹⁴ The nearest VHFHSZ is located approximately 1.7 miles east of the project site. The Project would comply with the 2022 California Fire Code (CFC), which requires an automatic extinguishing system. With compliance with the CFC, impacts would be less than significant.

Mitigation Measures

MM HAZ-1 Prior to any project related ground disturbance activities, a Soil Management Plan for the proposed project site shall be prepared by the contractor to evaluate the potential for upset or release of hazardous materials to the environment. The Soil Management Plan shall identify the nearby contaminated site(s), affected media, and corresponding contaminants of concern. Specific procedures shall be identified for handling the potentially impacted media during construction. The Soil Management Plan shall contain a contingency plan in the event that gross contamination is discovered during construction. The Soil Management Plan shall also outline health and safety concerns for workers that may come in contact with potentially contaminated media. Surveys for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk shall be conducted prior to demolition of any on-site structures. Removal, demolition, and disposal of any of the above-mentioned chemicals shall be conducted in compliance with California environmental regulations and policies and sampling near current and/or former buildings shall be conducted in accordance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual.

MM HAZ-2 The contractor shall retain a licensed hazardous materials professional to test for vapor encroachment conditions (VEC) on the proposed project site. If the licensed professional finds that VEC conditions do exist or are likely to occur, the licensed professional or other qualified party at the request of the contractor and to the satisfaction of the City of Rialto, shall install a vapor mitigation system (such as a vapor barrier or other mechanism) in order to mitigate potential risks to human health and safety. The plan for implementation and remediation shall conform to all applicable local and state hazardous materials requirements. A complete report of all findings and any measures taken to reduce risk shall be submitted to the Public Works Director for review and approval prior to initiation of any other project related ground disturbance.

¹⁴ CAL FIRE. (2023). Fire Hazard Severity Zone Viewer. <https://egis.fire.ca.gov/FHSZ/>. Accessed October 2023.

4.10 Hydrology and Water Quality

The basis for the following information and analysis for Hydrology and Water Quality are the Preliminary Hydrology Calculations (Hydrology Report) and a Water Quality Management Plan (WQMP) that were prepared for the proposed Project by Thienes Engineering, Inc., (July 2022). The Hydrology Report and WQMP are included as **Appendix K** and **Appendix L**, respectively, and are summarized below.

Threshold (a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The Project would not violate any water quality standards or waste discharge requirements. The Project has the potential to result in water quality impacts during short-term construction activities. Ground-disturbing activities would temporarily expose soils of the project site which may be subject to wind and water erosion. Although erosion occurs naturally in the environment, construction activities have the potential to accelerate the rate of erosion, resulting in adverse environmental impacts. As such, Project construction has the potential to result in short-term water quality impacts. The Project would be required to obtain a General Construction Storm Water Permit (NPDES Permit) as well as comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. In addition, compliance with both the NPDES Permit and the Water Quality Control Program would require the preparation of a SWPPP, which will include BMPs to reduce potential impacts associated with pollutants to ensure Project construction does not violate any water quality standards or waste discharge requirements.

During operation, potential stormwater pollutants associated with the Project could include metals, oil, trash, and pesticides/herbicides. The Project has prepared a Water Quality Management Plan (WQMP) in compliance with Section 12.060.260 of the City's Municipal Code and includes measures to minimize potential release of pollutants into downstream receiving waters. The purpose of the project-specific WQMP is to provide a post-construction water quality management program to provide BMPs to reduce potential impacts associated with Project development. The Project would discharge runoff from the project site through a storm drain to S. Willow Avenue. In addition, the Project would comply with NPDES Permit requirements associated with operation activities. Impacts would be less than significant.

Threshold (b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. Groundwater recharge occurs through the percolation of precipitation and artificial recharge activities at spreading grounds, among other sources. Project implementation would result in an increase in impervious surfaces on-site. The increase in impervious area would reduce the surface area available for groundwater recharge through percolation. However, as discussed in Section 4.7, Geology and Soils, groundwater was not encountered in the borings performed for the Geotechnical Investigation. Further, the on-site improvements such as landscape areas would allow for infiltration. The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Therefore, impacts would be less than significant.

Threshold (c.i.) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

and

Threshold (c.ii.) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. The Project site currently consists of developed land and a vacant lot. Under existing conditions, runoff generally drains southeasterly towards S. Willow Avenue, into the existing public drain system within S. Willow Avenue. As discussed in the Hydrology Report prepared for the proposed Project, runoff from the project site would be conveyed via a proposed storm drain to discharge flow to S. Willow Avenue. The Project would not include the alteration of the course of a stream or river. Further, the project site is not located within a designated flood hazard zone, and no flooding is anticipated to occur on-site. Impacts would be less than significant.

Threshold (c.iii.) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The runoff from the project site would increase due to the addition of impervious surfaces. However, the Hydrology Report has demonstrated that the proposed Project does not significantly affect the downstream drainage systems by the slight increases in runoff. Runoff from the project site would be conveyed via the proposed storm drain through the project site and discharge to S. Willow Avenue. During construction, the construction plans would be reviewed along with supporting hydrology reports and calculations and the Project would be required to comply with NPDES requirements to ensure that any potential impacts associated with runoff and water quality during grading and Project construction would be addressed. Impacts would be less than significant.

Threshold (c.iv.) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

No Impact. The Project would increase impervious surfaces on the site, which would alter the existing drainage pattern of the project site. As discussed in the Hydrology Report, the project site is not located within the 100-year hazard flood zone area. Flood Insurance Rate Maps (FIRMs) 06071C8686H and 06071C8667H indicates the project site is within Zone X, which defines areas determined outside the 0.2 percent chance floodplain. Because the project site is not subject to flooding and would not impede or redirect flood flows, no impact associated with the alteration of the existing drainage pattern of the site would occur.

Threshold (d) In flood hazard, tsunami, or seiche zones, would the project risk the release of pollutants due to project inundation?

No Impact. The project site is not located within the 100-year hazard flood zone area. Therefore, the Project does not have the potential to release pollutants due to inundation. Tsunamis are sea waves that are generated in response to large-magnitude earthquakes. When these waves reach shorelines, they sometimes produce coastal flooding. Seiches are the oscillation of large bodies of standing water, such as

lakes, that can occur in response to ground shaking. The project site is approximately 45 miles east of the Pacific Ocean and there are no nearby bodies of standing water. Therefore, due to location, the Project would not be subject to seiche or tsunami related inundation that would risk the release of pollutants. No impact would occur.

Threshold (e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan by implementing a SWPPP and WQMP. Implementation of the Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan and impacts would be less than significant.

4.11 Land Use and Planning

Threshold (a) Would the project physically divide an established community?

No Impact. Examples of projects that could physically divide an established community include a new freeway or highway that traverse an established neighborhood. The Project proposes the construction of one warehouse building on an approximately 5.63-acre site at 2720 S. Willow Avenue. The Project does not propose any new streets or other physical barriers, which could physically divide an established community. Given its nature and scope, the Project would not physically divide an established community. Therefore, no impact would occur.

Threshold (b) Would the project 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?

Less Than Significant Impact.

The City's Zoning Map identifies the project site as Agua Mansa Industrial Corridor Specific Plan. The Specific Plan was adopted in 1986 and provides a master economic development plan to facilitate the logical, planned development of the Specific Plan area. The project site is in the Medium Industrial zone which allows for manufacturing, compounding of material, processing, assembly, packaging, treatment, metal fabrication, and warehousing.

The General Plan Land Use Plan Map depicts the City's land use designations and designates the project site General Industrial.¹⁵ Uses permitted within the General Industrial designation include manufacturing and processing, warehousing and distribution, chemical and petroleum products processing and refining, heavy equipment operations, and similar heavy industrial uses. The Project proposes to construct an approximately 118,000 sf warehouse building and associated on-site improvements. As such, the Project would be consistent with the General Industrial designation. The Project is consistent with the following applicable General Plan policies:

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.

Consistency Analysis: The project site would be located adjacent to existing industrial uses. The proposed development would comply with building height and setback requirements included in the Specific Plan.

Policy 2-9.2 Require all industrial development to the front on an improved street with appropriate front yard setbacks, landscaping, and façade and entrance treatments.

Consistency Analysis: The Project would front S. Willow Avenue to the east. The Project would include landscaping throughout the site and Project design would comply with the City's design requirements. In addition, the visual character of the proposed development would be consistent with the surrounding area.

¹⁵ City of Rialto. (2010). The City of Rialto General Plan. <https://www.yourrialto.com/653/General-Plan>.

Policy 2-19.1 Require that new construction, additions, renovations, and infill developments be sensitive to neighborhood context and building form and scale.

Consistency Analysis: The nearest residence is located approximately 550 feet south of the project site. Project development would comply with setback and building height requirements included in the Specific Plan. Additionally, the Project would include landscaping along the boundaries and throughout the project site.

Policy 2-22.2 Encourage architecture which disaggregates massive buildings into smaller parts with greater human scale.

Consistency Analysis: The proposed development would include visual interest with the use of various colors and materials, including blue glass, metal trimming, and door overhangs.

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.

Consistency Analysis: The proposed landscaping on the site would include ornamental trees and various shrubs and groundcover plants. Landscaping improvements would be located along the boundaries of the project site and within the parking areas.

Policy 2-22.5 Require developments to provide pedestrian and vehicle connections and pathways between parking lots at the rear and front of buildings.

Consistency Analysis: Pedestrian pathway to the project site would be provided via a walkway on S. Willow Avenue. Additionally, passenger vehicles would access the project site via the two proposed driveways located along S. Willow Avenue.

Policy 2-22.6 Require delivery areas to be separated from pedestrian areas.

Consistency Analysis: The Project would include 16 dock doors located along the southern side of the building and are separate from the proposed walkway along S. Willow Avenue.

Policy 2-22.8 Insists that full architectural treatments and details be provided on all facades visible to the street of development projects.

Consistency Analysis: The contemporary architectural design would provide visual interest with the use of various colors and materials, metal trimming along the doors and blue reflective glass, and door overhangs.

Policy 5-2.2 Require the implementation of adequate erosion control measures for development Projects to minimize sedimentation damage to drainage facilities.

Consistency Analysis: The Project would prepare a WQMP, which would include erosion and sedimentation control measures. The Project would comply with Section 17.40.010 of the City's Municipal Code, which requires the Project to implement erosion and sedimentation control measures to prevent off-site impacts. Additionally, the Project would comply with Section 12.60,260, which requires the preparation of a SWQMP. The project specific SWQMP would include erosion control measures the Project would implement during construction activities.

Policy 5.2-4 Require water retention devices in new developments to minimize flooding of the surface drainage system by peak flows.

Consistency Analysis: The Project would include a storm drain system that includes catch basins and discharges to S. Willow Avenue.

The proposed Project is consistent with the General Industrial designation and compatible with the Specific Plan's Medium Industrial zone. Following the City's approval of the requested entitlements (i.e., Conditional Development Permit), the Project would not conflict with the General Plan. Impacts would be less than significant.

4.12 Mineral Resources

Threshold (a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Threshold (b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The project site consists of developed land and a vacant lot. The project site is zoned Medium Industrial within the Specific Plan and is not historically or currently a site for mineral recovery. General Plan Exhibit 2.7, Mineral Resource Zones, designated the project site as Mineral Resource Zone (MRZ) 3. MRZ 3 includes areas containing mineral resources of undetermined mineral resource significance. As such, there would be no loss of a known mineral resource as a result of Project implementation. No impact would occur and no mitigation is required.

4.13 Noise

An Acoustical Assessment was prepared for the proposed Project in February 2024, by Kimley-Horn and Associates Inc. and is included in **Appendix M**. The analysis describes sound in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is in relation to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, the A-weighted decibel scale (dBA) relates noise to human sensitivity. The A-weighted decibel scale provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is an unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from traffic on a major highway.

Several rating scales analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise as well as the time of day when the noise occurs. For example, the equivalent continuous sound level (L_{eq}) is the acoustic energy content of noise for a stated period; therefore, the L_{eq} of a time-varying noise and that of a steady noise are the same if they delivered the same acoustic energy to the ear during exposure. The Day-Night Sound Level (L_{dn}) is a 24-hour average L_{eq} with a 10dBA “weighting” added to noise during the hours of 10:00 OM to 7:00 AM to account for noise sensitivity during nighttime. The Community Noise Equivalent Level (CNEL) is a 24-hour average L_{eq} with a 10 dBA weighting during the hours of 7:00 PM to 10:00 PM to account for noise sensitivity in the evening and nighttime.

Existing Setting

The project site consists of approximately 5.63 acres, which features previously developed land and a vacant lot. The project site is surrounded by existing industrial land uses. Mobile sources of noise, especially cars, trucks, and trains are the most common and significant sources of noise. Other noise sources are the various land uses such as residential, commercial, institutional, and recreational activities throughout the City that generate stationary-source noise. The existing mobile sources near the project site are generated by motor vehicles traveling along S. Willow Avenue. The existing mobile noise sources of stationary noise within the project area are those associated with surrounding industrial uses. Industrial stationary noise sources may include mechanical equipment and parking lot activities. The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term continuous noise.

Noise-Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. The nearest sensitive receptors to the project site are the single-family residences located approximately 550 feet to the south.

Noise Measurements

To quantify existing ambient noise levels in the project area, Kimley-Horn conducted two short-term noise measurements on August 10, 2022. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. The 10-minute measurements were taken between 3:16 PM and 4:05 PM. Short-term L_{eq} measurements are considered representative of the noise levels throughout the day. The average noise level measurement locations are listed in **Table 4-11: Existing Noise Measurements**.

Table 4-11: Existing Noise Measurements			
Site	Location	Time	L_{eq} (dBA)
1	Northeast boundary of the project site, along S. Willow Avenue	3:16 PM	65.5
2	Approximately 500 feet south of the project site, along S. Willow Avenue	3:32 PM	65.6
3	Along Jurupa Avenue, south of the project site	3:49 PM	61.0
4	Along Lilac Street, southwest of the project site	4:05 PM	60.8

Source: **Appendix M**.

Regulatory Setting

California Code of Regulations, Title 24

The California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code codifies the State’s noise insulation standards. These noise standards apply to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the design of the structure would limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

City of Rialto General Plan

The General Plan Safety and Noise Element contains noise and land use compatibility standards for various land uses throughout the City; see **Table 4-12: Noise Guidelines for Land Use Planning**. The City uses these standards and criteria in the land use planning process to reduce future noise and land use incompatibilities. The standards shown in the table are the primary tool that allows the City to ensure integrated planning for compatibility between land uses and outdoor noise.

Threshold (a) Would the project result in the 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 ordinances, or applicable standards of other agencies?

Less Than Significant Impact.

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods near the construction site. The nearest sensitive receptors to the project site are the single-family residences located approximately 550 feet to the south. As construction would occur up to the Project boundary line, construction activities may occur as close as 550 feet from the nearest sensitive receptors. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors.

Construction activities would include demolition, site preparation, grading, infrastructure improvements, building construction, paving, and architectural coating applications. Such activities would require concrete saws, excavators, and dozers during demolition; dozers and tractors during site preparation; excavators, graders, dozers, and tractors during grading; excavators, dozers, and tractors during infrastructure improvements; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving; and air compressors during architectural coating applications. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Construction noise was calculated accounting for each piece of equipment's usage factor, or fraction of time that the equipment would be in use at full power over a specific period of time.¹⁶ Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment when operating at full power are listed in **Table 4-13: Typical Construction Noise Levels**.

¹⁶ Federal Transit Administration (FTA). (2018). Transit Noise and Vibration Impact Assessment Manual.

Table 4-13: Typical Construction Noise Levels	
Equipment	Typical Noise Level (dBA L_{max}) at 50 feet from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84
Source: Appendix M.	

The Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) was used to calculate the worst-case construction noise levels at nearby sensitive receptors surrounding the project site during construction. The modeled receptor locations represent the closest existing receiving land uses to Project construction activities. Noise levels at other sensitive receptors surrounding the project site would be located further away and would experience lower construction noise levels than the closest receptors modeled.

The Municipal Code does not establish quantitative exterior construction noise standards. While the Municipal Code does not establish quantitative construction noise standards, this analysis conservatively uses the FTA’s threshold of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses to evaluate construction noise impacts.¹⁷

The noise levels calculated in **Table 4-14: Project Construction Noise Levels** shows estimated exterior noise levels for the worst-case construction noise scenario without accounting for attenuation from intervening barriers, structures, or topography. The nearest noise sensitive receptors to the project site

¹⁷ FTA. (2028), Transit Noise and Vibration Impact Assessment Manual, Table 7-3, Page 179.

are the single-family residences located approximately 550 feet to the south and the nearest non-residential receptors are the industrial uses located adjacent to the north and the south of the project site. Noise levels at other receptors in the Project vicinity would be located further away and would experience lower construction noise levels than the closest receptors modeled. Due to grading, building construction, paving, and architectural coating activities are anticipated to overlap, the equipment from these phases have been combined. All construction equipment for each individual phase was assumed to operate simultaneously to represent a worst-case noise scenario as construction activities would routinely be spread throughout the construction site and would operate at different intervals.

Construction Phase	Land Use	Receptor Location			Noise Threshold ² (dBA L _{eq})	Exceeded?
		Direction	Distance (feet)	Worst Case Modeled Exterior Noise Level (dBA L _{eq})		
Demolition	Residential	North	715	63.3	80	No
	Industrial	North/ South	295	71.0	90	No
Site Preparation	Residential	North	715	64.5	80	No
	Industrial	North/ South	295	72.2	90	No
Grading	Residential	North	715	64.2	80	No
	Industrial	North/ South	295	71.9	90	No
Infrastructure Improvements	Residential	North	715	63.0	80	No
	Industrial	North/ South	295	70.7	90	No
Building Construction	Residential	North	715	63.1	80	No
	Industrial	North/ South	295	70.8	90	No
Paving	Residential	North	715	58.5	80	No
	Industrial	North/ South	295	66.2	90	No
Architectural Coating	Residential	North	715	50.6	80	No
	Industrial	North/ South	295	58.3	90	No
Grading/ Building Construction/ Paving/ Architectural Coating	Residential	North	715	63.6	80	No
	Industrial	North/ South	295	71.3	90	No

1. Per the methodology described in the FTA Transit Noise and Vibration Impact Assessment Manual (September 2018), distances are measured from the nearby buildings to the center of the Project construction site.

2. The City does not have a quantitative noise threshold for construction and only limits the hours of the construction activities. Therefore, FTA's construction noise threshold are conservatively used for this analysis (FTA, Transit Noise and Vibration Impact Assessment Manual, September 2018).

Source: **Appendix M.**

As shown in **Table 4-14** the worst-case scenario construction noise levels would not exceed the applicable FTA construction thresholds. The highest exterior noise level at residential receptors would occur during the site preparation phase and would be 64.5 dBA which is below the FTA's 80 dBA threshold. Additionally, the highest exterior noise level at non-residential (industrial) receptors would also occur during the site preparation phase and would be 72.2 dBA which is below the FTA's 90 dBA threshold. Construction equipment would operate throughout the project site and the associated noise levels would not occur at a fixed location for extended periods of time. Although sensitive uses may be exposed to elevated noise levels during Project construction, these noise levels would be acoustically dispersed throughout the Project site and not concentrated in one area near surrounding sensitive uses.

The City has set restrictions on construction hours to control noise impacts from construction activities. Municipal Code Section 9.50.070 states that construction activities may only take place between the hours of 7:00 AM and 5:30 PM on weekdays and between the hours of 8:00 AM and 5:00 PM on Saturdays from October 1 through April 30 and shall only occur between 6:00 AM and 7:00 PM on weekdays and between the hours of 8:00 AM and 5:00 PM on Saturdays from May 1 through September 30. Although the Municipal Code limits the hours of construction, it does not provide specific noise level performance standards for construction. By following the City's standards, construction noise impacts would be less than significant.

Operation

Implementation of the proposed Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project that would potentially impact existing and future nearby residences include the following:

- Mechanical equipment;
- Slow moving trucks on the project site, approaching and leaving the loading areas; activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Off-site traffic.

Mechanical Equipment

Mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet. HVAC units would be installed on the roof of the proposed structure. Sound levels decrease by 6 dBA for each doubling of distance from the source. The nearest sensitive receptors (residential uses to the south) would be located as close as 610 feet from the HVAC equipment at the project site. At this distance, mechanical equipment noise levels would be approximately 30.3 dBA, which is well below the City's normally acceptable residential exterior noise standard (60 dBA). Further, intervening structures are located between the proposed warehouse structure and the receptors to the south, which would further attenuate HVAC noise levels. Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels. Therefore, the proposed Project would result in a less than significant impact related to mechanical equipment noise levels.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting/braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Loading/unloading activities would occur on the south side of the project site.

Typically, heavy truck and loading dock operations generate a noise level of 68 dBA at a distance of 30 feet. The closest sensitive receptors would be the single-family residences located approximately 680 feet south of the loading dock areas. At this distance, heavy truck and loading dock noise levels would be 40.9 dBA, which would not exceed the City's normally acceptable residential exterior noise standard (60 dBA). Heavy truck and loading dock noise levels at the nearest sensitive receptors would be further attenuated by intervening structures. Additionally, loading dock doors would be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. As described above, noise levels associated with trucks and loading/unloading activities would not exceed the City's standards and impacts would be less than significant.

Back-Up Alarms

Medium and heavy-duty trucks reversing into loading docks would produce noise from back-up alarms (also known as back-up beepers). Back-up beepers produce a typical volume of 97 dBA at one meter (3.28 feet) from the source. The property line of the nearest sensitive receptor would be located approximately 680 feet south of the loading dock areas where trucks could be reversing and maneuvering. At this distance, exterior noise levels from back-up beepers would be approximately 50.7 dBA, which is below the City's normally acceptable residential exterior noise standard (60 dBA). Therefore, back-up alarm noise impacts would be less than significant.

Parking Noise

The proposed Project would provide 89 surface parking spaces. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-by range from 60 to 63 dBA and may be an annoyance to adjacent noise-sensitive receptors. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech. It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the hourly Leq metric, which are averaged over the entire duration of a time period.

Actual noise levels over time resulting from parking lot activities would be far lower than the reference levels identified above. Parking lot noise would occur within the surface parking lot on-site. It is also noted that parking lot noise occurs at the project site and surrounding industrial uses under existing conditions. Parking lot noise would be consistent with the existing noise in the vicinity and would be partially masked by background noise from traffic along surrounding roadways. As surface parking lot areas would be located up to the Project boundary line, sensitive receptors to the south would be located approximately 550 feet from the nearest parking area. Noise attenuation based strictly on distance and not taking into account intervening barriers or structures would reduce parking lot noise to 42.2 dBA. Noise associated

with parking lot activities is not anticipated to exceed the City's noise standards during operation. Therefore, noise impacts from parking lots would be less than significant.

Off-Site Traffic Noise

Project operations would result in an increase of traffic trips to the surrounding roadways. As discussed in Section 4.17 Transportation, the Project would generate 205 daily trips. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to generate a barely perceptible 3-dBA increase. Project access would be provided via two driveways along S. Willow Avenue, which has existing average daily traffic (ADT) of 2,070 vehicles. The proposed Project would result in approximately 205 daily trips, which is not enough to double the existing traffic volumes on roadways surrounding the Project site. Therefore, the proposed Project would not generate enough traffic to result in a noticeable 3-dBA increase in ambient noise levels. Impacts would be less than significant.

Threshold (b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Upon completion of construction, the Project would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to the proposed Project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The City does not provide numerical vibration standards for construction activities. Therefore, this impact discussion uses the FTA and Caltrans standard of 0.20 in/sec PPV with respect to the prevention of structural damage for normal buildings and human annoyance.

The FTA has published standard vibration velocities for construction equipment operations. **Table 4-15: Typical Construction Equipment Vibration Levels**, lists vibration levels for typical construction equipment. It should be noted that the Project would not require the use of pile drivers. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 4-15** based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.210 in/sec PPV at 25 feet from the source of activity.

Table 4-15: Typical Construction Equipment Vibration Levels		
Equipment	PPV in/sec at 25 feet	PPV in/sec at 62 feet
Vibratory Roller	0.210	0.054
Large Bulldozer	0.089	0.023
Loaded Trucks	0.076	0.019
Jackhammer	0.035	0.009
Small Bulldozer/Tractors	0.003	0.001
Notes: Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$ where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance PPV_{ref} = the reference vibration level in in/sec from Table 12-2 of the Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Guidelines</i> , 2006. D = the distance from the equipment to the receiver		
Source: Appendix M.		

The nearest structure to any construction activity is an industrial building located approximately 62 feet to the south. Vibration velocities from construction equipment would range from less than 0.001 to 0.054 in/sec PPV at the nearest structure, which would not exceed the structural damage or human annoyance criteria of 0.2 in/sec PPV; refer to **Table 4-15**. It is also acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure or sensitive receptor. Therefore, vibration impacts associated with the proposed Project would be less than significant.

Threshold (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 Impact. The public airport nearest to the project site is the Flabob Airport located approximately 4.6 miles southwest of the site. As such, the Project would not be located within two miles of a public airport or within an airport land use plan. Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people residing or working in the Project area to excessive airport- or airstrip-related noise levels and no impact would occur.

4.14 Population and Housing

Threshold (a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?

No Impact. The Project would include the construction of one warehouse building and associated on-site improvements including approximately 7,000 sf of office space and two driveways that would provide access to the project site on S. Willow Avenue. There is no proposal to widen or extend these or any other roadways. In addition, the Project would be served by existing infrastructure (water, natural gas, and electrical), located in the immediate vicinity of the project site. These services would be extended to the site and would not require the extension of infrastructure beyond areas currently served. Further, it is anticipated that construction workers and future employees of the proposed Project would commute to the project site from within the City or surrounding area; Thus, Project implementation is not anticipated to result in the relocation of construction workers or future employees. The Project would not include the construction of habitable structures or infrastructure that would induce unplanned population growth.

Threshold (b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site features a vacant lot and developed land including existing industrial uses. There are no residential uses on the project site. No impact would occur.

4.15 Public Services

Threshold (a.i) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Less Than Significant Impact. The Project would include the development of a warehouse building and associated on-site improvements on previously developed land, which includes two existing industrial buildings. As such, upon completion of construction demand for fire protection service at the project site would be similar to existing conditions. The City of Rialto Fire Department provides fire protection services to the area. The nearest fire station to the project site is Station 205 (1485 S. Willow Avenue) located approximately 1.5 miles to the north.

As discussed in Section 4.14, *Population and Housing*, the Project would not induce substantial unplanned population growth within the City. As such, the City's existing fire protection services are anticipated to adequately serve the Project. The Project would be required to comply with applicable building and fire codes and pay development impact fees to fund required improvements to existing fire protection facilities to maintain acceptable service ratios/response times. Therefore, the Project would not result in adverse physical impacts associated with such facilities. Given the Project's nature and scope, a less than significant impact would occur concerning fire protection facilities.

Threshold (a.ii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Less Than Significant Impact. The Project would include the development of a warehouse building and associated on-site improvements on previously developed land, which includes two existing industrial buildings. As such, upon completion of construction demand for police protection service at the project site would be similar to existing conditions. The City of Rialto Police Department provides police protection and law enforcement services to the City. The police department provides emergency police response, non-emergency police response, routine police patrol, traffic violation enforcement, traffic accident investigation, animal control, and parking code enforcement. The City of Rialto Police Department (128 N. Willow Avenue) is located approximately 3.3 miles north of the project site.

As discussed in Section 4.14, *Population and Housing*, the Project would not induce substantial unplanned population growth. As such, the Police Department is anticipated to adequately serve the Project. The Project would not require the need for new/physically altered police protection facilities to maintain acceptable service ratios/response times. Further, the Project would be required to pay development impact fees, which would fund any required alterations to existing or new police protection facilities. Impacts would be less than significant.

Threshold (a.iii) 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 schools?

Less Than Significant Impact. As discussed above, the Project would allow for the construction of one warehouse building and would not result in substantial unplanned population growth within the City. Project implementation would not result in a direct increase in demand for school services. Construction workers and future employees are anticipated to commute to the project site from within the City or surrounding areas. Therefore, the Project would not indirectly increase the demand for school services. Although the Project would not require the construction or expansion of existing school facilities, the Project would be required to pay development impact fees to the Rialto Unified School District in compliance with Senate Bill 50, which allows school districts to collect fees from development projects to fund the costs associated with an increase in demand for school services. With the payment of the development impact fees, impacts would be less than significant.

Threshold (a.iv) 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 parks?

No Impact. Please refer to Section 4.16, *Recreation*, of this Initial Study. No impact would occur.

Threshold (a.v) 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 other public facilities?

No Impact. As discussed above, the Project would include the construction of one warehouse building and would not result in substantial unplanned population growth within the City. As such, the Project is not anticipated to result in an increase demand for other public facilities, such as libraries. Project implementation would not adversely affect other public facilities or require the construction of new of altered public facilities. No impact would occur.

4.16 Recreation

Would the project:

Threshold (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?

and

Threshold (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?

No Impact. The Project would include the construction of one warehouse building and associated on-site improvements. The project site consists of previously developed land and a vacant lot. The project site is zoned Medium Industrial. The project site does not feature existing recreational facilities. As discussed in Section 4.14, *Population and Housing*, the Project would not include the construction of habitable structures and would not induce substantial population growth. Future employees are anticipated to commute to the project site from the City and surrounding areas. As such, the Project would not increase the use of existing recreational facilities therefore necessitating the construction or expansion of recreational facilities. No impact would occur.

4.17 Transportation

Information in this section is based on the Focused Traffic Study prepared for the proposed Project by Kimley-Horn (November 2023). The Focused Traffic Study is included as **Appendix N: Focused Traffic Study**, summarized below.

Site Access

Regional access to the site is provided primarily by Interstate (I) 10, approximately 1.1 miles to the north of the project site. In addition, I-215 is located approximately 3.5 miles to the east of the project site.

Santa Ana Avenue. Santa Ana Avenue is a two lane east-west roadway. The posted speed limit on Santa Ana Avenue is 40 miles per hour (mph) and on-street parking is permitted. Santa Ana Avenue is designated as a Collector Street east of Riverside Avenue and a Secondary Arterial west of Riverside Avenue in the City's Circulation Element. Santa Ana Avenue is a designated truck route for its entire length within the City.

Riverside Avenue. Riverside Avenue is currently a four- to six-lane north-south roadway divided by a painted median near the project site. The posted speed limit is 55 mph. Riverside Avenue is designated in the City's Circulation Element as a Modified Major Arterial II between San Bernardino Avenue and Slover Avenue, and a Modified Arterial I between Slover Avenue and the southern City boundary. Riverside Avenue provides direct access to I-10 to the north of the project site.

South Willow Avenue. S. Willow Avenue is a two lane, north-south undivided roadway. The posted speed limit on S. Willow Avenue is 40 miles mph and on-street parking is permitted on the east side of the roadway. S. Willow Avenue is designated as a Collector Street in the City's Circulation Element. The Project would include two full-movement driveways on S. Willow Avenue.

Jurupa Avenue. Jurupa Avenue is a two- to four-lane east-west roadway through the project area. The posted speed limit is 40 mph and on-street parking are prohibited on both sides of the roadway. Jurupa Avenue is designated as a Secondary Arterial in the City's Circulation Element.

Threshold (a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact.

Project Construction Trip Generation

Automobile and truck traffic volumes associated with project-related construction activities would vary throughout the construction phases, as different activities occur. However, project-related construction traffic would be temporary and cease upon completion of construction.

Project Operations Trip Generation

Daily and peak hour trips were estimated for the proposed Project based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) trip rates for Warehousing.

Table 4-16: Project Trip Generation provides the trip generation rates and the Project's net estimated trip generation. The Project would generate an estimated 205 average daily vehicle trips, including 21 average daily trips in the morning peak hour and 22 average daily trips in the evening peak hour.

Table 4-16: Project Trip Generation

Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	118.00	KSF	205	15	5	20	6	16	22
Passenger Vehicles	60.00%		123	9	3	12	4	10	14
Trucks	40.00%		82	6	2	8	2	6	8

Source: Appendix N.

Public Transit

Transit service to the Project area is provided via OmniTrans transit lines, which serve various cities in San Bernardino County. Bus stops in the project vicinity are located along Riverside Avenue and Valley Boulevard, approximately one mile to the north and Spruce Avenue approximately 1.5 miles to the west of the project site.

Bicycle facilities in the area include an existing Class III Bike Route located along Riverside Avenue, approximately 1.3 miles north of the project site. In addition, a Capital Improvement Project Bike Lane is proposed along Riverside Avenue approximately 1 mile north of the project site.¹⁸ Project implementation would not result in impacts to existing bicycle facilities or conflict with proposed improvements.

There are no sidewalks on S. Willow Avenue along the project site frontage or near the site. Therefore, Project implementation would not affect existing pedestrian facilities. The Project would include a pedestrian walkway from S. Willow Avenue to access the proposed development. Project construction and operation would not conflict with an applicable plan, ordinance, or policy concerning the circulation system. Impacts would be less than significant.

Threshold (b) Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

Less Than Significant Impact. The project site is currently occupied by two industrial buildings totaling approximately 44,500 square feet. Per direction from City staff, the “Redevelopment Projects” criteria per the State OPR Technical Advisory was evaluated for the proposed Project. The project site is currently occupied by two industrial buildings totaling approximately 44,500 square feet. The OPR Technical Advisory states that “where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact.” It should also be noted that consistent with the OPR Technical Advisory (page 4), “‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project,” where automobile refers to passenger vehicles, specifically cars and light trucks.

Driveway counts were conducted at the existing project site driveway for two days. The data collection determined the average daily number of passenger cars trips is 138 trips. As previously mentioned, the Project is estimated to generate 123 passenger car trips, or 15 fewer passenger car trips, compared to the existing use. Therefore, compared to the existing use of the project site, Project implementation would result in a decrease in VMT and impacts would be less than significant.

¹⁸ City of Rialto. (2020). Rialto Active Plan.

Threshold (c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The proposed Project would include the construction of two driveways along S. Willow Avenue. The northern 32-foot-wide driveway and the southern 72.5-foot-wide driveway would provide full-movement access for trucks and passenger vehicles to the project site. All driveways would provide emergency access to the project site. The Project does not include the use of any incompatible vehicles or equipment. The Project's industrial uses would be compatible with the existing land use and would not increase hazards to the public due to any incompatible uses. Therefore, such impacts are less than significant.

Threshold (d) Would the project result in inadequate emergency access?

Less Than Significant Impact. As noted above, the Project would provide vehicular access from S. Willow Avenue. The Rialto Fire Department would review Project plans for final approval prior to issuance of a building permit. Compliance with Rialto Fire Department requirements would ensure that no impacts associated with emergency access would occur. Additionally, the Project would not require the complete closure of any public or private streets or roadways during construction. Temporary construction activities would not impede the use of the road for emergencies or access for emergency response vehicles. Therefore, impacts would be less than significant.

4.18 Tribal Cultural Resources

Threshold (a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §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:

- i) 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 §5020.1(k), or
- ii) 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 §5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact with Mitigation. Chapter 532 Statutes of 2014 (i.e., AB 52) requires that lead agencies evaluate a project’s potential impact on “tribal cultural resources.” Such resources include “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources.” AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a “tribal cultural resource.”

In compliance with PRC Section 21080.3.1(b), the City has provided formal notification to California Native American tribal representatives identified by the California Native American Heritage Commission (NAHC). Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources as defined in PRC Section 21074. The City has contacted the tribal representatives noted below.

- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleño-Tongva Nation
- Gabrieleño-Tongva San Gabriel Band of Mission Indians
- Morongo Band of Mission Indians
- San Manuel Band of Mission Indians

To date, two responses have been received by the Gabrieleño Band of Mission Indians – Kizh Nation, and San Manuel Band of Mission Indians.

It is unlikely that Native American tribal cultural resources are present on the project site, given the construction of previous development on the project site. Therefore, while low, there is the potential for the Project to affect previously unidentified Native American tribal cultural resources. The Project would be subject to compliance with **MM TCR-1** through **MM TCR-5** to reduce potential impacts to tribal cultural resources. Requirements of the Mitigation Measures includes, but is not limited to, retainment of a Native American Monitor prior to ground-disturbing activities, contact of applicable tribes in the event of a previously unknown find, and cultural resources documents to be supplied to the Lead Agency/Project Applicant. Compliance with **MM TCR-1 through MM TCR-5** would reduce potential impacts to tribal cultural resources to a less than significant level.

Mitigation Measures

MM TCR-1 The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in **MM CUL-1**, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the Project, should YSMN elect to place a monitor on-site.

MM TCR-2 Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the Project.

MM TCR-3 **Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities:**

- 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” for the subject project at all Project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- 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 “TCR”), 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.

MM TCR-4 Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial): 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.

MM TCR-5 Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial 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 are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 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. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
- E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

4.19 Utilities and Service Systems

Threshold (a) Would the project require or result in the relocation or 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?

a.i) Water - Less Than Significant Impact. The City uses local groundwater, surface water, imported water, and recycled water to meet its water needs. According to the General Plan, the City is served by three water agencies: the City of Rialto Department of Public Works Water Division, the West Valley Water District (WVWD), and the Fontana Water Company (FWC). As concluded by the 2020 San Bernadino Valley Regional Urban Water Management Plan (UWMP), the City's projected demand for 2040 is 11,613 acre-feet per year (AFY).

The Project would include the construction and operation of an approximately 118,000 sf warehouse building on a 5.63-acre site. The project site currently features two industrial buildings. As such, Project implementation would result in a minimal increase in water demand at the project site. The Project would connect to existing water utilities located within S. Willow Avenue. The increase in water demand at the project site is anticipated with the Medium Industrial zoning designation. Impacts would be less than significant.

a.ii) Wastewater Treatment - Less Than Significant Impact. The City's Utilities Division is responsible for maintenance of the City's sewer system. The project site currently features two industrial buildings. The Project would utilize an onsite lift station to connect to existing sewer infrastructure in Santa Ana Avenue.

a.iii) Electric Power, Natural Gas, Telecommunication – Less Than Significant Impact. Southern California Edison (SCE) provides electrical power to the City and SoCal Gas provides natural gas to the City. Various companies including AT&T, Spectrum, and Cox provide telecommunications services. The Project would connect to existing natural gas services on-site. As discussed in the Energy Memo (**Appendix D**) the Project's electricity and automotive fuel consumption is minimal (less than one percent). The Project would include the undergrounding of aboveground utilities located along the Project frontage on S. Willow Avenue. The Project would not substantially increase service demand for utility providers through substantial unplanned population growth and existing capacity would be sufficient to support Project operation. Therefore, impacts would be less than significant.

Threshold (b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant Impact. The 2020 San Bernadino Valley Regional Urban Water Management Plan (RUWMP) was prepared in compliance with Urban Water Management Planning Act requirements. The 2020 RUWMP provides a summary of anticipated supplies and demands from 2020 to 2045 for a normal year, a single dry year, and multiple dry years.

As previously discussed, the City's water is supplied by imported water, local groundwater, surface water, and recycled water. The City categorizes its customers into three categories: Residential, Commercial, and Government. Because the project site is designated Light Industrial, the UWMP's forecast water demands would assume a Commercial land use for the project site. The Project's water demand would be nominal, and it is anticipated sufficient water supplies would be available to serve the Project. Therefore, impacts would be less than significant.

Threshold (c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As previously discussed, the Project would connect to existing wastewater connections on-site. The project site currently features two industrial buildings. Project implementation would result in a nominal increase in wastewater demand. No impact would occur.

Threshold (d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The Project would be served by the Mid-Valley Sanitary Landfill (2390 North Alder Avenue), located approximately 6.8 miles north of the project site. The landfill has a daily throughput of 7,500 tons per day and a remaining capacity of 61,219,377 cubic yards.¹⁹ Waste generation may vary greatly depending upon individual tenants; however, the Project does not propose a land use or zone change. Therefore, the uses allowed to operate on the project site would be consistent with the assumptions for solid waste use in the City's General Plan EIR. Further, the Project tenants will pay standard collection and processing fees established by the City's franchise agreement with Burrtec. Accordingly, compliance with all applicable regulations and laws regarding solid waste would further reduce impacts. Impacts would be less than significant.

Threshold (e) Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. The Integrated Waste Management Act, which requires every City and County in the State to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, identifies how each jurisdiction will meet the State's mandatory waste diversion goal of 50 percent by and after the year 2000. AB 341 increased the diversion goal to 75 percent by 2020. Chapter 8.08 of the City's Municipal Code stipulates standards and regulations for the collection and management of solid waste in the City, in accordance with the Integrated Waste Management Act.

The 2022 CalGreen Code Section 4.408 requires preparation of a Construction Waste Management Plan that outlines ways in which the contractor would recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition debris. During the construction phase, the Project would be required to comply with the CalGreen Code through the recycling and reuse of at least 65 percent of the nonhazardous construction and demolition debris from the project site.

As previously discussed, the Project would be consistent with the assumptions for solid waste use in the City's General Plan EIR. Disposal of solid waste would comply with all federal, State, and local statutes and regulations related to solid waste. Impacts would be less than significant.

¹⁹ CalRecycle. (2023). SWIS Facility/Site Activity Details. <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662>. Accessed October 2023.

4.20 Wildfire

Threshold (a) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the CalFire *Fire Hazard Severity Zone Viewer*, the project site is located within a non-very high fire hazard severity zones (VHFHSZ) within a Local Responsibility Area (LRA). The Project would adhere to the City's regulations regarding fire prevention. Further, Project construction would not require the partial or complete closure of any public or private streets or roadways. Temporary construction activities would not impede use of the road for emergencies or access for emergency response vehicles. Therefore, the Project would not result in inadequate emergency access, and no impact would occur.

Threshold (b) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As discussed above, the project site is not within a VHFHSZ.²⁰ The project site is relatively flat and consists of previously disturbed land and with an elevation of approximately 990 feet amsl. The project site does not feature factors that would exacerbate wildfire risks. No impact would occur.

Threshold (c) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project 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 Impact. The project site is located within a non-VHFHSZ within an LRA. The project site would include the construction of one warehouse building and associated on-site improvements. Any utilities would be located underground. As such, Project implementation would not result in the new construction, installation, or maintenance of new infrastructure that would exacerbate fire risk. No impact would occur.

Threshold (d) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project 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 Impact. The project site is located within a non-VHFHSZ within an LRA. The project site consists of previously developed land and a vacant lot, with an average elevation of approximately 990 feet amsl. As discussed in Section 4.7, *Geology and Soils*, the project site is not located within a landslide zone or flood hazard zone. No impact would occur.

²⁰ CAL FIRE. (2023). Fire Hazard Severity Zone Viewer. <https://egis.fire.ca.gov/FHSZ/>. Accessed October 2023.

4.21 Mandatory Findings of Significance

Threshold (a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?

Less than Significant Impact. On the basis of the foregoing analysis, the proposed Project does not have the potential to significantly 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 or 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. The project site is in an urbanized area of the City bordered by existing development. The Project would not conflict with the General Plan and the Municipal Code subject to the approval of a General Plan Amendment and Reclassification.

Threshold (b) Does the project have possible environmental effects which are individually limited, but cumulatively considerable?

Less Than Significant Impact. The Project does not have impacts that are individually limited, but cumulatively considerable. Incremental impacts resulting from Project construction and operations and other cumulative projects that would be under construction include air quality, biological resources, cultural resources, geology and soils, and tribal resources. The analysis concluded that these incremental impacts are each less than significant or can be mitigated to a less than significant level. When viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, these impacts are not cumulatively considerable. There would be no cumulative impacts in connection with this or other projects. The proposed Project complies with long-term regional air quality plans, and regional population forecasts, and is within the service capabilities of utility purveyors. There would be no significant adverse environmental impacts. The analysis contained in this Initial Study evaluated existing conditions, potential impacts associated with Project development, and possible environmental cumulative impacts. The Project does not have any impact on projected growth or planned projects for the City or neighboring jurisdictions known as of the date of this analysis.

Threshold (c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. There are no known substantial adverse effects on human beings, which the proposed Project would cause, either directly or indirectly. The environmental evaluation has concluded that no significant environmental impacts would result from the Project.

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Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method	Monitoring Compliance Record (Name/Date)
Air Quality				
<p>MM HRA-1: All outdoor cargo handling equipment (such as yard truck, hostlers, yard goats, pallet jacks, and forklifts) shall be zero emission (i.e., powered by electricity or other alternative fuels). The warehouse building shall include the necessary charging stations for cargo handling equipment. The building manager or their designee shall be responsible for enforcing these requirements.</p>	During Project operation	Community Development Department	Enforcement by building manager	Initials: _____ Date: _____
Biological Resources				
<p>MM BIO-1A: No less than 14 days prior to the onset of construction activities, a qualified biologist shall survey the construction limits of the project area and a 500-foot buffer for the presence of burrowing owls and occupied nest burrows. A second survey shall be conducted within 24 hours prior to the onset of construction activities. The surveys shall be conducted in accordance with the most current CDFW survey methods. If burrowing owls are not observed during the clearance survey, no additional conditions may be required to avoid impacts to burrowing owl.</p> <p>If burrowing owl is documented on site, occupied burrowing owl burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive methods that either the birds have not begun egg laying and incubation, or that juveniles from the occupied burrows are foraging independently and capable of independent survival. Disturbance avoidance buffers shall be determined and set up by a qualified biologist in accordance with the recommendations included in the Staff Report on Burrowing Owl Mitigation. A biologist shall be contracted to</p>	A minimum of 14 days prior to construction activities 24 hours prior to construction activities	Community Development Department Qualified biologist	Verify completion of pre-construction survey	Initials: _____ Date: _____

Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method	Monitoring Compliance Record (Name/Date)
<p>perform monitoring during all construction activities approximately every other day. The definitive frequency and duration of monitoring shall be dependent on whether it is the breeding versus non-breeding season and the efficacy of the exclusion buffers, as determined by a qualified biologist and in coordination with CDFW.</p> <p>If burrowing owl is observed during the non-breeding season (September 1 through January 31) or confirmed to not be nesting, a non-disturbance buffer between the project activities and the occupied burrow shall be installed by a qualified biologist in accordance with the recommendations included in the Staff Report on Burrowing Owl Mitigation.</p>	<p>During construction activities</p>	<p>Community Development Department California Department of Fish and Wildlife</p>	<p>Approval of Burrowing Owl Relocation and Mitigation Plan</p>	<p>Initials: _____ Date: _____</p>
<p>MM BIO-1B: If avoidance is not possible, either directly or indirectly, a Burrowing Owl Relocation and Mitigation Plan (Plan) shall be prepared and submitted for approval by CDFW. Once approved, the Plan would be implemented to relocate non-breeding burrowing owls from the project site. The Plan shall detail methods for passive relocation of burrowing owls from the project site, provide guidance for the monitoring and management of the replacement burrow sites and associated reporting requirements, and ensure that a minimum of two suitable, unoccupied burrows are available off site for every burrowing owl or pair of burrowing owls to be passively relocated. Compensatory mitigation of habitat would be required if occupied burrows or territories occur within the permanent impact footprint. Habitat compensation shall be approved by CDFW and detailed in the Burrowing Owl Relocation and Mitigation Plan.</p> <p>The Project applicant shall submit at least one burrowing owl preconstruction survey report to the satisfaction of the City of Rialto and CDFW to document compliance with this standard condition. For the purposes of this standard condition, 'qualified biologist' is a biologist who meets the</p>				

Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method	Monitoring Compliance Record (Name/Date)
requirements set forth in the Staff Report on Burrowing Owl Mitigation.				
<p>MM BIO-2: To ensure compliance with CFGC sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February 15 through August 31). If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are documented, avoidance and minimization measures may be adjusted, and construction activities stopped or redirected by the qualified biologist using their best professional judgement to avoid take of nesting birds. If nesting birds are not documented during the preconstruction survey, adherence to additional standard conditions may not be necessary to avoid impacts to nesting birds.</p>	During vegetation clearing and ground-disturbing activities	Community Development Department Qualified biologist	Verify compliance with CFGC Sections 3503, 3503.3, and 3513	Initials: _____ Date: _____
Cultural Resources				
<p>MM CUL-1: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and an archaeologist meeting the Secretary of Interior’s professional qualification standards in</p>	During construction activities	Community Development Department Qualified archaeologist	Assessment of potential find by qualified archaeologist Verify contact of the YSMN	Initials: _____ Date: _____

Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method	Monitoring Compliance Record (Name/Date)
<p>archaeology shall be hired to assess the find. Work on the other portions of the Project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within MM TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.</p>				
<p>MM CUL-2: If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within MM TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.</p>	<p>During construction activities</p>	<p>Community Development Department</p>	<p>Preparation of Monitoring and Treatment Plan</p>	<p>Initials: _____ Date: _____</p>
<p>MM CUL-3: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5 and that code enforced for the duration of the Project.</p>	<p>During construction activities</p>	<p>Community Development Department</p>	<p>Verify compliance with State Health Safety Code Section 7050.5</p>	<p>Initials: _____ Date: _____</p>
<p>Geology and Soils</p>				
<p>MM GEO-1: In the event an unanticipated paleontological resource in unearthed during construction, ground disturbing activities within a 50-foot buffer of the find shall halt until a City-approved qualified paleontologist determines the significance of the find. The qualified paleontologist shall document the find in accordance with the Society of Vertebrate Paleontology standards, evaluate the find, and assess the significance of the find under the</p>	<p>During construction activities</p>	<p>Community Development Department Qualified paleontologist</p>	<p>Implementation of a 50-foot buffer of a potential find Preparation of an excavation plan when avoidance is not possible</p>	<p>Initials: _____ Date: _____</p>

Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method	Monitoring Compliance Record (Name/Date)
criteria set forth in CEQA Guidelines Section 15604.5. The appropriate agencies shall be notified of the find by the qualified paleontologist to determine the appropriate procedures before construction activities within the 50-foot buffer of the find can resume. If avoidance of the find is not feasible, the qualified paleontologist shall prepare an excavation plan for mitigating the effect of the construction activities on the find. The excavation plan shall be submitted to the City for review and approval prior to implementation.				

Hazards and Hazardous Materials

<p>MM HAZ-1: Prior to any project-related ground disturbance activities, a Soil Management Plan for the proposed project site shall be prepared by the contractor to evaluate the potential for upset or release of hazardous materials to the environment. The Soil Management Plan shall identify the nearby contaminated site(s), affected media, and corresponding contaminants of concern. Specific procedures shall be identified for handling the potentially impacted media during construction. The Soil Management Plan shall contain a contingency plan in the event that gross contamination is discovered during construction. The Soil Management Plan shall also outline health and safety concerns for workers that may come in contact with potentially contaminated media. Surveys for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk shall be conducted prior to demolition of any onsite structures. Removal, demolition, and disposal of any of the above-mentioned chemicals shall be conducted in compliance with California environmental regulations and policies and sampling near current and/or former buildings shall be conducted in accordance with DTSC’s Preliminary Endangerment Assessment (PEA) Guidance Manual.</p>	Prior ground-disturbing activities	Community Development Department	Preparation of a Soil Management Plan	Initials: _____ Date: _____
	Prior to demolition of any on-site structures	Contractor	Verify compliance with DTSC’s PEA Guidance Manual	

Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method	Monitoring Compliance Record (Name/Date)
<p>MM HAZ-2: The contractor shall retain a licensed hazardous materials professional to test for vapor encroachment conditions (VEC) on the proposed project site. If the licensed professional finds that VEC conditions do exist or are likely to occur, the licensed professional or other qualified party at the request of the contractor and to the satisfaction of the City of Rialto, shall install a vapor mitigation system (such as a vapor barrier or other mechanism) in order to mitigate potential risks to human health and safety. The plan for implementation and remediation shall conform to all applicable local and state hazardous materials requirements. A complete report of all findings and any measures taken to reduce risk shall be submitted to the Public Works Director for review and approval prior to initiation of any other project related ground disturbance.</p>	<p>Prior to construction activities</p>	<p>Community Development Department</p>	<p>Verify test for VEC conditions on-site by a licensed hazardous materials professional</p>	<p>Initials: _____ Date: _____</p>
<p>Tribal Cultural Resources</p>				
<p>MM TCR-1: The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in MM CUL-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the Project, should YSMN elect to place a monitor on-site.</p>	<p>During construction activities</p>	<p>Community Development Department</p>	<p>Verify contact of the YSMN Preparation of a cultural resources Monitoring and Treatment Plan (if applicable)</p>	<p>Initials: _____ Date: _____</p>
<p>MM TCR-2: Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the</p>	<p>During Project implementation</p>	<p>Community Development Department</p>	<p>Verify submittal of all archaeological/cultural</p>	<p>Initials: _____ Date: _____</p>

Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method	Monitoring Compliance Record (Name/Date)
applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the Project.			documents of the Project to the YSMN	
MM TCR-3: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.	Prior to ground-disturbing activities	Community Development Department	Verify retainment of Native American Monitor	Initials: _____ Date: _____
<p>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” for the subject project at all Project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.</p> <p>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.</p> <p>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 “TCR”), as well as any discovered Native American (ancestral) human remains and burial</p>				

Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method	Monitoring Compliance Record (Name/Date)
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.				
MM TCR-4: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial): 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.	During construction activities	Community Development Department	Verify assessment of potential find by Kizh monitor or Kizh archaeologist	Initials: _____ Date: _____
MM TCR-5: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial 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.	During construction activities	Community Development Department	Verify compliance with Public Resources Code 5097.9 and State Health and Safety Code Section 7050.5.	Initials: _____ Date: _____

Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method	Monitoring Compliance Record (Name/Date)
B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 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. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.				
E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.				

1 WHEREAS, pursuant to the provisions of the California Environmental Quality Act,
2 Public Resources Code Sections 21000 et. seq. (" CEQA"), the State's CEQA Guidelines,
3 California Code of Regulations, Title 14, Section 15000 et. seq., and Government Code Section
4 65962.5(f) (Hazardous Waste and Substances Statement), the City reviewed an Initial Study
5 (Environmental Assessment Review No. 2022-0058) prepared by Kimley-Horn and determined
6 that there is no substantial evidence that the approval of the Project would result in a significant
7 adverse effect on the environment, provided appropriate mitigation measures are imposed on the
8 Project; thus, a Mitigated Negative Declaration was prepared and notice thereof was given in the
9 manner required by law; and

10 WHEREAS, a Notice of Completion for the Mitigated Negative Declaration was
11 distributed to the State Clearinghouse on May 3, 2024 (SCH#: 2024050083); and

12 WHEREAS, a Notice of Intent to adopt the Mitigated Negative Declaration for the Project
13 was published in the San Bernardino Sun newspaper, and mailed to all property owners within
14 1,000 feet of the Project Site, and a thirty (30) day public comment period was held from May 3,
15 2024 to June 2, 2024; and

16 WHEREAS, one (1) comment letter from Department of Toxic Substances Control
17 (DTSC) was received during the public comment period and all the provided recommendations
18 have been incorporated into the project proposal; and

19 WHEREAS, the City mailed public hearing notices for the proposed Project to all property
20 owners within 1,000 feet of the project site, and published the public hearing notice in the San
21 Bernardino Sun newspaper as required by State law; and

22 WHEREAS, on October 2, 2024, the Planning Commission of the City of Rialto conducted
23 a duly noticed public hearing, as required by law, on the Mitigated Negative Declaration, the CDP,
24 and the PPD, took testimony, at which time it received input from staff, the city attorney, and the
25 Applicant; heard public testimony; discussed the proposed Mitigated Negative Declaration, CDP,
26 and PPD; and closed the public hearing; and

27 WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.
28

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

3 SECTION 1: The Planning Commission hereby finds all of the above recitals to be true
4 and correct.

5 SECTION 2: The Planning Commission has independently reviewed and considered the
6 proposed Mitigated Negative Declaration (Environmental Assessment Review No. 2022-0058)
7 attached hereto as Exhibit “A”, and finds that the Mitigated Negative Declaration was prepared in
8 the manner required by law, and there is no substantial evidence, provided appropriate mitigation
9 measures are imposed, that the Project would result in a significant adverse effect upon the
10 environment.

11 SECTION 3: The Initial Study (Environmental Assessment Review No. 2022-0058)
12 prepared for the project identified that the Site did not have suitable habitat for any threatened or
13 endangered species, and therefore the proposed Project will have no individual or cumulative
14 adverse impacts upon resources, as defined in Section 711. 2 of the State Fish and Game Code.

15 SECTION 4: The attached proposed Initial Study and Mitigated Negative Declaration,
16 Exhibit “A” hereto, finds that there are no impacts or less than significant impacts to aesthetics,
17 agriculture and forestry resources, energy, greenhouse gas emissions, hydrology/water quality,
18 land use/planning, mineral resources, population/housing, public services, recreation, traffic and
19 transportation, utilities and service systems, and wildfire.

20 SECTION 5: With the imposition of mitigation measures that address potential impacts
21 upon air quality, biological resources, cultural resources, geology and soils, hazards/hazardous
22 materials, tribal cultural resources, and mandatory findings of significance in the community, and
23 as set forth in the Mitigation Monitoring & Reporting Program, Exhibit “B” hereto, which is
24 attached hereto and incorporated herein by this reference, the proposed Project’s potential
25 significant impacts will be reduced below a level of significance.

26 SECTION 6: For the foregoing reasons and based on the information and findings included
27 in the Initial Study and Mitigated Negative Declaration, technical reports, Mitigation Monitoring
28 and Reporting Program, Staff Report, public testimony, and all other documents and evidence in

1 the administrative record of proceedings, the Planning Commission has determined that the
2 Project, as conditioned and mitigated, will not have a significant adverse impact on the
3 environment and also finds that the preparation of the Initial Study and Mitigated Negative
4 Declaration attached hereto complies with CEQA. Therefore, the Planning Commission hereby
5 certifies the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and
6 Reporting Program, making certain environmental findings to allow the Project.

7 SECTION 7: The Chairman of the Planning Commission shall sign the passage and
8 adoption of this resolution and thereupon the same shall take effect and be in force.

9 PASSED, APPROVED AND ADOPTED this 2nd day of October, 2024 .

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JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

5 I, Kimberly Dame, Administrative Analyst of the City of Rialto, do hereby certify that the
6 foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning
7 Commission of the City of Rialto held on the ____nd day of ____, 2024.

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

10 Vote on the motion:

11 AYES:

12 NOES:

13 ABSENT:

14 IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of
15 Rialto this ____nd day of ____, 2024.

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KIMBERLY DAME, ADMINISTRATIVE ANALYST

Exhibit "A"

Mitigated Negative Declaration

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Exhibit "B"

Mitigation Monitoring & Reporting Program

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1 which time it received input from staff, the city attorney, and the applicant; heard public testimony;
2 discussed the proposed CDP and PPD; and closed the public hearing; and

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

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

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

8 SECTION 2. Based on substantial evidence presented to the Planning Commission during
9 the public hearing conducted with regard to the CDP, including written staff reports, verbal testimony,
10 site plans, other documents, and the conditions of approval stated herein, the Planning Commission
11 hereby determines that the CDP satisfies the requirements of Section 18.66.020 of the Rialto
12 Municipal Code pertaining to the findings which must be made precedent to granting a conditional
13 development permit, which findings are as follows:

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

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

18 The Site is comprised of two (2) parcels of land approximately 5.63 acres in size. The
19 Project will replace an existing manufacturing development at the rear portion of the site
20 and develop the Site with the highest and best use, in accordance with the Heavy Industrial
21 (H-IND) zone and General Industrial (GI) land use designation. Additionally, the Project
will provide additional employment opportunities within the City and install any missing
improvements along the Willow Avenue frontage.

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

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

25 The development of an industrial warehouse building on the Site is consistent with the H-
26 IND zone, which conditionally permits the development and operation of industrial
27 warehouse buildings. To the north of the project site, is a transportation logistics facility
28 occupied by the Hub Group. To the east the project site, across Willow Avenue, is a 10.5-
acre reinforcing steel facility occupied by the Pacific Steel Group. To the south of the
project site is a transportation logistics facility occupied by the Hollywood Delivery
Service. To the west of the project site 3.8 acres of vacant land. The project is not expected

1 to negatively impact any surrounding uses with the successful implementation of measures
2 such as landscape buffering, the installation of solid screen walls and gates, aesthetic
3 building enhancements, and other traffic related measures.

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

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

8 The Site is 5.63 acres in size adjacent to Willow Avenue, which will be able to accommodate
9 the proposed use. Two (2) driveways are proposed along the Willow Avenue frontage to
10 provide access to the site. The south driveway will be full access for all vehicles including
11 trucks. The north driveway will be limited to passenger vehicles and emergency vehicle access
12 only. As such, trucks will only be permitted to enter and exit the site via the south driveway.
13 The proposed truck court will have 16 dock doors, 1 grade-level door and a total of 89
14 passenger vehicle parking stalls are proposed on-site, which meets the amount required by
15 Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code.

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

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

19 The Site consists of existing industrial buildings with offices and therefore has adequate
20 access to all utilities and will be required to connect through main water, electric, sewer, and
21 other utility lines hook up for the Site.

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

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

27 As previously stated, the proposed use is consistent with the Heavy Industrial (H-IND) zone.
28 The building will be oriented such that none of the dock doors will front or face the
sensitive receptors, the building will have 89 passenger vehicle parking spaces, and will
have a floor area ratio (FAR) of 0.48, all of which comply with the General Plan, the H-
IND Zone, 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 10.4 percent, which exceeds the zoning
requirement.

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

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

5 The Project's effects will be minimized through the implementation of the Conditions of
6 Approval contained herein, and through the implementation of Conditions of Approval
7 imposed by the Planning Commission on the Precise Plan of Design, such as extensive
8 landscaping, solid screen walls, decorative paving, and enhanced architectural features.
9 The development of a high-quality industrial development will provide additional
10 employment opportunities for residents and visitors to the City. The Project is consistent
11 with the Heavy Industrial (H-IND) zone and is a logical addition to the existing industrial
12 developments along the Rialto Avenue industrial corridor. The project is not expected to
13 negatively impact any surrounding uses with the successful implementation of measures
14 such as landscape buffering, the installation of solid screen walls, aesthetic building
15 enhancements, and other traffic related measures. Therefore, any potential adverse effects
16 are outweighed by the benefits conferred upon the community and neighborhood as a whole.

17 SECTION 3. Based on the findings and recommended mitigation within the Initial Study,
18 staff determined that the project will not have an adverse impact on the environment, provided that
19 mitigation measures are implemented, and a Mitigated Negative Declaration was prepared. The local
20 newspaper published a copy of the Notice of Intent to adopt the Mitigated Negative Declaration for
21 the project, and the City mailed the notice to all property owners within 1,000 feet of the project site
22 for a public comment period held from May 3, 2024, to June 2, 2024. The Mitigated Negative
23 Declaration was prepared in accordance with the California Environmental Quality Act (CEQA). The
24 Planning Commission directs the Planning Division to file the necessary documentation with the
25 Clerk of the Board of Supervisors for San Bernardino County.

26 SECTION 4. CDP No. 2022-0036 is granted to Scannell Properties, in accordance with the
27 plans and application on file with the Planning Division, subject to the following conditions:

- 28 1. The approval is granted allowing the development and operation of a 118,000 square
 foot industrial warehouse building and associated paving, landscaping, fencing,
 lighting, and drainage improvements on 5.63 acres of land (APN: 0258-171-57 & 0258-
 171-31) located on the west side of Willow Avenue approximately 1,300 feet south of
 Santa Ana 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.

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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. 2022-0036.

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. Approval of CDP No. 2022-0036 will not be valid until such time that the Planning Commission has approved PPD No. 2022-0060, which was prepared in conjunction with the Project.

6. The applicant shall complete and abide by all pre-construction mitigation measures contained within the Mitigation Monitoring and Reporting Program associated with

1 Environmental Assessment Review No. 2022-0058, prior to the issuance of a grading
2 permit.

- 3 7. The property owner(s) and building tenants shall always abide by all operational
4 mitigation measures contained within the Mitigation Monitoring and Reporting
5 Program associated with the Mitigated Negative Declaration (Environmental
6 Assessment Review No. 2020-0058) adopted for the Project.
- 7 8. The tenants within the buildings shall always conduct operations consistent with the
8 environmental analysis contained within the Mitigated Negative Declaration
9 (Environmental Assessment Review No. 2020-0058) adopted for the Project.
- 10 9. The applicant, landlord, and/or tenant(s) shall require all inbound and outbound truck
11 traffic to access the site utilizing the nearest truck routes Slover Avenue and Santa Ana
12 Avenue via Riverside Avenue.
- 13 10. The applicant shall secure the services of a tribal cultural monitor to be present during
14 all ground disturbance activities associated with the construction of this project. The
15 tribal cultural monitoring shall be documented of coordination between the applicant
16 and provided to the Planning Division prior to the issuance of a grading permit.
- 17 11. The Project shall be limited to a maximum of 205 actual passenger car trips and 82
18 actual truck trips daily, in accordance with Table 3: Summary of Project Trip Generation
19 of the Traffic Analysis prepared for the Project by Kimley-Horn and Associates dated
20 November 2023, which is attached hereto as Exhibit B.
- 21 12. The applicant, landlord, operator(s) and/or tenant(s) shall ensure that all inbound truck
22 traffic that requires temporary queuing or staging do so on-site. Inbound truck traffic
23 shall not queue or stage on any public street at any time. Activities on-site shall not
24 operate in such a manner that would impact traffic lanes, cause back up (queuing or
25 staging) of vehicles into the public-right-of-way, or create any unsafe conditions. Fire
26 and Police access and passage around trucks queuing or staging on-site shall be feasible
27 at all times and activities shall not block parking areas, access or passage for disabled
28 persons or emergency response vehicles.
13. The applicant, landlord, operator(s) and/or tenant(s) shall only park or store trucks and
trailers within designated truck and trailer parking spaces within the truck court. No
trucks or trailers shall be parked or stored within any public street or within any on-site
drive aisles or passenger vehicle parking areas or fire lanes at any time.
14. 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.

- 1 15. The privileges granted by the Planning Commission pursuant to approval of this
2 Conditional Development Permit are valid for 1 year from the effective date of approval.
3 If the applicant fails to commence the project within 1 year of said effective date, this
4 conditional development permit shall be null and void and any privileges granted
5 hereunder shall terminate automatically.
- 6 16. Approval of CDP No. 2022-0036 will not become effective until the applicant has
7 signed a statement acknowledging awareness and acceptance of the required conditions
8 of approval contained herein.
- 9 17. In the event, that any operation on the Site is found to be objectionable or incompatible
10 with the character of the City and its environs due to excessive noise, excessive traffic,
11 loitering, criminal activity or other undesirable characteristics including, but not strictly
12 limited to, uses which are or have become offensive to neighboring property or the goals
13 and objectives of the Heavy Industrial (H-IND) district, the Agua Mansa Specific Plan
14 and/or the City's General Plan, the applicant shall address the issues within forty-eight
15 (48) hours of being notified by the City.
- 16 18. In the event, that any operation on the Site is found to be objectionable or incompatible
17 with the character of the City and its environs due to excessive noise, excessive traffic,
18 loitering, criminal activity or other undesirable characteristics including, but not strictly
19 limited to, uses which are or have become offensive to neighboring property or the goals
20 and objectives of the Heavy Industrial (H-IND) district, the Agua Mansa Specific Plan
21 and/or the City's General Plan, the applicant shall address the issues within forty-eight
22 (48) hours of being notified by the City.
- 23 19. If the applicant fails to comply with any of the conditions of approval placed upon
24 CDP No. 2022-0036 or PPD No. 2022-0060, the Planning Commission may initiate
25 proceedings to revoke the conditional development permit in accordance with the
26 provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto
27 Municipal Code. Conditional Development Permit No. 2022-0036 may be revoked,
28 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 Heavy Industrial (H-IND) district, the Agua Mansa Specific Plan and/or the City's General Plan.

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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 2nd day of October, 2024.

JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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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 ____nd 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 ____nd day of ____, 2024.

KIMBERLY DAME, ADMINISTRATIVE ANALYST

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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.

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1 **RESOLUTION NO. 2024-**

2 A RESOLUTION OF THE PLANNING COMMISSION OF THE
3 CITY OF RIALTO, CALIFORNIA APPROVING PRECISE PLAN
4 OF DESIGN NO. 2022-0060 ALLOWING THE DEVELOPMENT
5 OF A 118,000 SQUARE FOOT INDUSTRIAL WAREHOUSE
6 BUILDING INCLUSIVE OF 7,000 SQUARE FEET OF OFFICE
7 AREA WITH ASSOCIATED PAVING, LANDSCAPING, AND
8 LIGHTING ON 5.63 ACRES (APN: 0258-171-57 & 0258-171-31)
9 LOCATED ON THE WEST SIDE OF WILLOW AVENUE
10 APPROXIMATELY 1,300 FEET SOUTH OF SANTA ANA
11 AVENUE WITHIN HEAVY INDUSTRIAL (H-IND) ZONE.

12 WHEREAS, the applicant, Scannell Properties, proposes to redevelop an under-developed
13 industrial site comprised of 5.63 gross acres of land (APN: 0258-171-57 & 0258-171-31) located on
14 the west side of Willow Avenue approximately 1,300 feet south of Santa Ana Avenue (“Site”) within
15 the Heavy Industrial (H-IND) zone with a 118,000square foot industrial warehouse building and
16 associated paving, landscaping, fencing, lighting, and drainage improvements (“Project”); and

17 WHEREAS, the Project will consist of 7,000 square feet of office space and 111,000 square
18 feet of warehouse space, sixteen (16) dock-high loading doors and one (1) grade level roll-up,
19 which will be located on the south side of the building, concrete screen walls, an abundant amount
20 of landscaping, and full pedestrian and vehicle access; and

21 WHEREAS, pursuant to Chapter 18.65 (Precise Plan of Design) of the Rialto Municipal
22 Code, the Project requires a Precise Plan of Design, and the applicant has agreed to apply for Precise
23 Plan of Design No. 2022-0056 (“PPD”); and

24 WHEREAS, in conjunction with the Project, the applicant has applied for Conditional
25 Development Permit No. 2022-0031 (“CDP”) to facilitate the development and operation of a
26 159,700 square foot industrial warehouse building on the Site; and

27 WHEREAS, a Mitigated Negative Declaration has been prepared for the proposed project
28 pursuant to the requirements of California Environmental Quality Act (CEQA) (Environmental
Assessment Review No. 2022-0058); and

WHEREAS, on October 2, 2024, the Planning Commission of the City of Rialto conducted
a duly noticed public hearing, as required by law, on the PPD and the CDP, took testimony, at

1 which time it received input from staff, the city attorney, and the applicant; heard public testimony;
2 discussed the proposed PPD and CDP; and closed the public hearing; and

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

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

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

8 SECTION 2. Based on substantial evidence presented to the Planning Commission during
9 the public hearing conducted with regard to the PPD, including written staff reports, verbal testimony,
10 site plans, other documents, and the conditions of approval stated herein, the Planning Commission
11 hereby determines that the PPD satisfies the requirements of Section 18.65.020E of the Rialto
12 Municipal Code pertaining to the findings which must be made precedent to granting a Precise Plan
13 of Design. The findings are as follows:

- 14 1. The proposed development is in compliance with all city ordinances and regulations,
15 unless in accordance with an approved variance; and

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

17 The Site has a General Plan land use designation of General Industrial and a zoning
18 designation of Heavy Industrial (H-IND). Those designations allow for the development
19 and operation of industrial warehouse building, as proposed by the Project. The Project,
20 as conditioned herein, will comply with all City ordinances and regulations, including those
21 required by the H-IND zone and the City's Design Guidelines. Additionally, the Project
22 meets all the required development standards of Chapter 18.112 (Indoor Storage Facilities)
23 of the Rialto Municipal Code including, but not limited to, required building setbacks,
24 parking, landscaping, building height, floor area ratio, etc.

- 25 2. The site is physically suitable for the proposed development, and the proposed
26 development will be arranged, designed, constructed, and maintained so that it will
27 not be unreasonably detrimental or injurious to property, improvements, or the health,
28 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 development of an industrial warehouse building on the Site is consistent with the H-
IND zone, which conditionally permits the development and operation of industrial

1 warehouse buildings. To the north of the project site, is a transportation logistics facility
2 occupied by the Hub Group. To the east the project site, across Willow Avenue, is a 10.5-
3 acre reinforcing steel facility occupied by the Pacific Steel Group. To the south of the
4 project site is a transportation logistics facility occupied by the Hollywood Delivery
5 Service. To the west of the project site 3.8 acres of vacant land. The Project is consistent
6 with the H-IND zone and the GI land use designation of the General Plan. 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 and gates,
aesthetic building enhancements, and other traffic related measures.

- 7 3. The proposed development will not unreasonably interfere with the use or enjoyment
8 of neighboring property rights or endanger the peace, health, safety or welfare of the
9 general public; and

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

11 The Project's effects will be minimized through the implementation of the Conditions of
12 Approval contained herein, such as extensive landscaping, concrete screen walls, and
13 enhanced architectural features. The project site is surrounded by industrial land uses and
14 there are no sensitive uses nearby. In addition, the site is designed to comply with
15 requirements of Chapter 18.112 for indoor storage uses. 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, aesthetic building enhancements,
and other traffic related measures.

- 16 4. The proposed development will not substantially interfere with the orderly or planned
17 development of the City of Rialto.

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

19 The Project is consistent with the Heavy Industrial (H-IND) zone, the Agua Mansa Specific
20 Plan and the existing industrial developments in the area. The Project will replace an existing
21 manufacturing development at the rear portion of the site and develop the Site with the
22 highest and best use, in accordance with the Heavy Industrial (H-IND) zone and General
23 Industrial (GI) land use designation. 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 as well as the aesthetics of the local community.

24 SECTION 3. Based on the findings and recommended mitigation within the Initial Study,
25 staff determined that the project will not have an adverse impact on the environment, provided that
26 mitigation measures are implemented, and a Mitigated Negative Declaration was prepared. The local
27 newspaper published a copy of the Notice of Intent to adopt the Mitigated Negative Declaration for
28 the project, and the City mailed the notice to all property owners within 1,000 feet of the project site

1 for a public comment period held from May 3, 2024, to June 2, 2024. The Mitigated Negative
2 Declaration was prepared in accordance with the California Environmental Quality Act (CEQA). The
3 Planning Commission directs the Planning Division to file the necessary documentation with the
4 Clerk of the Board of Supervisors for San Bernardino County.

5 SECTION 4. PPD No. 2022-0060 is granted Scannell Properties. in accordance with the plans
6 and application on file with the Planning Division, subject to the following Conditions of Approval:

- 7 1. The applicant is granted PPD No. 2022-0060 allowing the development of a 118,000
8 square foot industrial warehouse building and associated paving, landscaping, fencing,
9 lighting, and drainage improvements on 5.63 acres of land (APN: 0258-171-57 & 0258-
10 171-31) located generally on the northwest corner of Rialto and Cactus Avenues within
11 the Light Industrial (M-1) district, subject to the Conditions of Approval contained
12 herein.
- 13 2. The approval of PPD No. 2022-0060 is granted for a period of one (1) year from the
14 date of approval. Approval of PPD No. 2022-0060 will not become effective until the
15 applicant has signed a Statement of Acceptance acknowledging awareness and
16 acceptance of the required Conditions of Approval contained herein.
- 17 3. The development associated with PPD No. 2022-0060 shall conform to the site plan,
18 fencing plan, floor plan, elevations, conceptual grading and utility plan, and preliminary
19 landscape plan attached hereto as Exhibit A, except as may be required to be modified
20 based on the Conditions of Approval contained herein.
- 21 4. The development associated with PPD No. 2022-0060 shall comply with all Conditions
22 of Approval contained within CDP No. 2022-0036.
- 23 5. The development associated with PPD No. 2022-0060 shall comply with all applicable
24 sections of the Rialto Municipal Code and all other applicable State and local laws and
25 ordinances.
- 26 6. City inspectors shall have access to the site to reasonably inspect the site during
27 normal working hours to assure compliance with these conditions and other codes.
- 28 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

1 instrumentality thereof, that challenge, attack, or seek to modify, set aside, void, or
2 annul, the any action of, or any permit or approval issued by, the City and/or any of
3 its officials, officers, employees, agents, departments, agencies, and instrumentalities
4 thereof (including actions approved by the voters of the City), for or concerning the
5 Project (collectively, the “Entitlements”), whether such Actions are brought under
6 the California Environmental Quality Act, the Planning and Zoning Law, the
7 Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the
8 California Public Records Act, or any other state, federal, or local statute, law,
9 ordinance, rule, regulation, or any decision of a court of competent jurisdiction. This
10 condition to indemnify, protect, defend, and hold the City harmless shall include, but
11 not be limited to (i) damages, fees and/or costs awarded against the City, if any, and
12 (ii) cost of suit, attorneys’ fees and other costs, liabilities and expenses incurred in
13 connection with such proceeding whether incurred by applicant, Property owner, or
14 the City and/or other parties initiating or bringing such proceeding (collectively,
15 subparts (i) and (ii) are the “Damages”). Notwithstanding anything to the contrary
16 contained herein, the Applicant shall not be liable to the City Parties under this
17 indemnity to the extent the Damages incurred by any of the City Parties in such
18 Action(s) are a result of the City Parties’ fraud, intentional misconduct or gross
19 negligence in connection with issuing the Entitlements. The applicant shall execute
20 an agreement to indemnify, protect, defend, and hold the City harmless as stated
21 herein within five (5) days of approval of PPD No. 2022-0060.

- 22 8. In accordance with the provisions of Government Code Section 66020(d)(1), the
23 imposition of fees, dedications, reservations, or exactions for this Project, if any, are
24 subject to protest by the applicant at the time of approval or conditional approval of
25 the Project or within 90 days after the date of the imposition of the fees, dedications,
26 reservations, or exactions imposed on the Project.
- 27 9. Prior to the issuance of building permits, the applicant shall submit to the City, and
28 subsequent to City approval, record with the San Bernardino County Recorder’s Office,
a Lot Line Adjustment for the project site which currently consists of two parcels and
the applicant is required to consolidate the two parcels into one parcel to facilitate the
project.
10. The applicant shall install decorative pavement within each project driveway connected
to Willow Avenue. The decorative pavement shall extend across the entire width of each
driveway and shall have a minimum depth from the property line to the nearest
intersecting drive aisle. Decorative pavement means decorative pavers and/or color
concrete with patterns and color variety. The location of the decorative pavement shall
be identified on the Precise Grading Plan prior to the issuance of a grading permit.
Additionally, the location and type of decorative pavement shall be identified on the
formal Landscape Plan submittal, and other on-site improvement plans, prior to the
issuance of building permits.
11. In order to provide enhanced building design in accordance with Chapter 18.61 (Design
Guidelines) of the Rialto Municipal Code, the applicant shall route all drainage

1 downspouts through the interior of the building, except those on the east side of the
2 building. The internal downspouts shall be identified within the formal building plan
3 check submittal prior to the issuance of building permits.

4 12. In order to provide enhanced building design in accordance with Chapter 18.61 (Design
5 Guidelines) of the Rialto Municipal Code, the applicant shall construct parapet returns,
6 at least three (3) feet in depth from the recessed wall planes, at all height variations on
7 all four (4) sides of the building. The parapet returns shall be demonstrated on the roof
8 plans within the formal building plan check submittal prior to the issuance of building
9 permits.

10 13. In order to provide enhanced building design in accordance with Chapter 18.61 (Design
11 Guidelines) of the Rialto Municipal Code, the applicant shall provide internal roof
12 access only for the building. The internal roof access shall be identified within the
13 formal building plan check submittal prior to the issuance of building permits.

14 14. Any new walls, including any retaining walls, shall be comprised of decorative masonry
15 block or decorative concrete. Decorative masonry block means tan-colored slumpstone
16 block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured
17 stone finish. Decorative concrete means painted concrete with patterns, reveals, and/or
18 trim lines. Pilasters shall be incorporated within all new walls visible from the public
19 right-of-way. The pilasters shall be spaced a maximum of fifty (50) feet on-center and
20 shall be placed at all corners and ends of the wall. All pilasters shall protrude a minimum
21 of six (6) inches above and to the side of the wall. All decorative masonry walls and
22 pilasters, including retaining walls, shall include a decorative masonry cap. All walls
23 and pilasters shall be identified on the site plan and Precise Grading Plan, and an
24 elevation detail for the walls shall be included in the formal building plan check
25 submittal prior to the issuance of building permits.

26 15. Any new fencing installed on site shall be comprised of tubular steel. All fencing shall
27 be identified on the site plan, and an elevation detail for the fencing shall be included in
28 the formal building plan check submittal prior to the issuance of building permits.

 16. All light standards installed on site, shall have a maximum height of twenty-five (25)
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.

 17. The applicant shall submit a formal On-Site 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.

- 1 18. The applicant shall plant one (1) tree every three (3) parking spaces. All parking lot trees
2 shall be a minimum of fifteen (15) gallons in size, upon initial planting. Thereafter, the
3 parking lot trees shall be permanently irrigated and maintained. All parking lot tree
4 species shall consist of evergreen broadleaf trees. The trees shall be identified on the
5 formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 6 19. The applicant shall plant shrubs that surround all ground mounted equipment and utility
7 boxes, including transformers, fire-department connections, backflow devices, etc. for
8 the purpose of providing screening of said equipment and utility boxes. All equipment
9 and utility box screen shrubs shall be a minimum of five (5) gallons in size upon initial
10 planting, and the shrubs shall be spaced no more than three (3) feet on-center.
11 Thereafter, the equipment and utility box screen shrubs shall be permanently irrigated
12 and maintained into a continuous box-shape with a height of no less than three and one-
13 half (3.5) feet above the finished grade. The shrubs shall be identified on the formal
14 Landscape Plan submittal prior to the issuance of a landscape permit.
- 15 20. The applicant shall plant trees, shrubs, and groundcover throughout all land on-site and
16 off-site (adjacent to the project site) that is not covered by structures, walkways, parking
17 areas, and driveways, as approved by the Planning Division. Trees shall be planted a
18 minimum of thirty (30) feet on-center, and all shrubs and groundcover shall be planted
19 an average of three (3) feet on-center or less, or as approved by the Planning Division.
20 All trees shall be minimum of fifteen (15) gallons in size upon initial planting, unless
21 otherwise specified herein. At least fifty (50) percent of the trees shall consist of
22 evergreen broadleaf trees, while the remaining percentage may consist of broadleaf
23 deciduous trees and/or palm trees. All shrubs shall be a minimum of one (1) gallon in
24 size, unless otherwise specified herein. All planter areas shall receive a minimum two
25 (2) inch thick layer of brown bark, organic mulch, and/or decorative rock upon initial
26 planting. Pea gravel and decomposed granite are not acceptable materials to use within
27 planter areas. All planter areas on-site shall be permanently irrigated and maintained.
28 The planting and irrigation shall be identified on the formal Landscape Plan submittal
prior to the issuance of a landscape permit.
21. 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.
22. 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.
23. All non-glass doors shall be painted to match the color of the adjacent wall prior to the
issuance of a Certificate of Occupancy.
24. The easterly truck court screen gate visible from Lilac Avenue shall be louvered style
design to provide adequate screening from the public right-of-way. Perforated sheet

1 metal does not provide adequate screening. The louvered style screen gate shall be
2 identified on the formal Building Permit submittal prior to the issuance of building
3 permits.

- 4 25. The applicant shall complete and abide by all during-construction mitigation measures
5 contained within the Mitigation Monitoring and Reporting Program associated with
6 Environmental Assessment Review No. 2022-0060, prior to the conducting of a final
7 inspection by the Building Division.
- 8 26. The applicant shall secure the services of a tribal cultural monitor to be present during
9 all ground disturbance activities associated with the construction of this project.
10 documentation of coordination between the applicant and tribe(s) on this matter shall be
11 provided to the Planning Division prior to the issuance of a grading permit.
- 12 27. The applicant shall pay all applicable development impact fees in accordance with the
13 current City of Rialto fee ordinance, prior to the issuance of any building permit related
14 to the Project.
- 15 28. Remove all graffiti within 24 hours pre-construction, during construction, and after a
16 Certificate of Occupancy is issued.
- 17 29. The project shall submit civil engineering design plans, reports and/or documents,
18 prepared by a registered/licensed civil engineer, for review and approval by the City
19 Engineer per the current submittal requirements, prior to the indicated threshold or as
20 required by the City Engineer.

21 The first submittal shall consist of, but is not limited to the following:

- 22 a) PRECISE GRADE W/ EROSION CONTROL PLAN (prior to grading permit
23 issuance)
- 24 b) PUBLIC IMPROVEMENT PLAN – plans include: Street, Signing & Striping,
25 Landscape & Irrigation, Sewer, Water, Streetlight, SCE undergrounding plans, etc.
26 (prior off-site construction permit issuance or building permit issuance, whichever
27 occurs first)
- 28 c) FINAL DRAINAGE STUDY (prior to grading plan approval)
- d) FINAL WQMP (prior to grading plan approval)
- e) LEGAL DOCUMENTS (e.g. EASEMENT(S), DEDICATION(S), LOT LINE
ADJUSTMENT, VACATION, etc.) (prior to Building Permit Issuance) – *Lot Line
Adjustment No. 2023-0007*
- f) AS-BUILT/RECORD DRAWINGS for all plans (prior to occupancy approval)
30. The developer is responsible for requesting address assignment from the Planning
Division for any new building, irrigation water meter and electrical pedestal. Addresses
for irrigation meters must be based upon approved civil plans. Addresses for electrical
pedestals must be based upon approved SCE plans. The main building address shall be
included on Precise Grading Plans and Building Plan set along with the PPD number.

1 The electrical meter pedestal addresses (single or dual) shall be included in the public
2 improvement plans.

- 3 31. Upon approval of any improvement plan by the City Engineer, the improvement plan shall
4 be provided to the City in digital format, consisting of a DWG (AutoCAD drawing file),
5 DXF (AutoCAD ASCII drawing exchange file), and PDF (Adobe Acrobat) formats.
6 Variation of the type and format of the digital data to be submitted to the City may be
7 authorized, upon prior approval by the City Engineer.
- 8 32. All street cuts for utilities shall be repaired in accordance with City Standard SC-231
9 within 72 hours of completion of the utility work; and any interim trench repairs shall
10 consist of compacted backfill to the bottom of the pavement structural section followed
11 by placement of standard base course material in accordance with the Standard
12 Specifications for Public Work Construction (“Greenbook”). The base course material
13 shall be placed the full height of the structural section to be flush with the existing
14 pavement surface and provide a smooth pavement surface until permanent cap paving
15 occurs using an acceptable surface course material.
- 16 33. A single master Off-site Construction Permit is required for any street, wet utility (RWS
17 only), landscape and irrigation, and traffic signal improvements within the public right-
18 of-way. To expedite and facilitate improvements in the public right-of-way, the applicant
19 is responsible for submitting a multi-phase master plan traffic control plan which includes
20 all phases of construction in the public right-of-way i.e., sewer, water, overhead,
21 underground, etc. prior to the issuance of Off-site Construction Permit. Note, to simplify
22 the permitting process, a single master Off-Site Construction Permit shall replace
23 individual Encroachment Permits to be pulled by the developer's contactor.
- 24 34. All applicable landscape easement, and parkway landscaping shall be guaranteed for a
25 period of one year from the date of acceptance by the City Engineer acceptance. Any
26 landscaping that fails during the one-year landscape maintenance period shall be replaced
27 with similar plant material to the satisfaction of the City Engineer and shall be subject to
28 a subsequent one-year landscape maintenance period. The applicant must contact the City
29 of Rialto Landscape Contract Specialist at (909) 820-2602 to confirm a full twelve (12)
30 months’ time of non-interrupted ongoing maintenance.
- 31 35. All proposed trees within the public right-of-way and within 10 feet of the public sidewalk
32 and/or curb shall have City approved deep root barriers installed, as required by the City
33 Engineer.
- 34 36. In accordance with Chapter 15.32 of the City of Rialto Municipal Code, all existing and
35 new electrical distribution lines of sixteen thousand volts or less and overhead service
36 drop conductors, and all telephone, television cable service, and similar service wires or
37 lines, which are on-site, abutting, and/or transecting, shall be installed underground.
38 Utility undergrounding shall extend to the nearest off-site power pole. This may require
39 undergrounding beyond the project limits to prevent any existing poles to remain or new
40 poles to be placed for guy wire purposes along the project frontage. New power poles

1 shall not be installed unless otherwise approved by the City Engineer. A letter from the
2 owners of the affected utilities shall be submitted to the City Engineer prior to approval
3 of the Grading Plan, informing the City that they have been notified of the City's utility
4 undergrounding requirement and their intent to commence design of utility
5 undergrounding plans. When available, the utility undergrounding plan shall be submitted
6 to the City Engineer identifying all above ground facilities in the area of the project to be
7 undergrounded.

- 8
- 9 37. In accordance with City Ordinance No. 1589, adopted to preserve newly paved streets, all
10 street and/or trench cuts in street newly paved or slurry will be subject to moratorium
11 street repair standards as referenced in Section 11.04.145 of the Rialto Municipal Code.
12 Contact the Public Works Department for a list of streets subject to the moratorium.
- 13 38. The minimum pavement section for all on-site pavements shall be 2 inches asphalt
14 concrete pavement over 4 inches crushed aggregate base with a minimum subgrade of 24
15 inches at 95% relative compaction, or equal. If an alternative pavement section is
16 proposed, the proposed pavement section shall be designed by a California registered
17 Geotechnical Engineer using "R" values from the project site and submitted to the City
18 Engineer for approval.
- 19 39. Any utility trenches or other excavations within existing asphalt concrete pavement of off-
20 site streets required by the proposed development shall be backfilled and repaired in
21 accordance with City of Rialto Standard Drawings. The developer shall be responsible
22 for removing, grinding, paving and/or overlaying existing asphalt concrete pavement of
23 off-site streets as required by and at the discretion of the City Engineer, including
24 pavement repairs in addition to pavement repairs made by utility companies for utilities
25 installed for the benefit of the proposed development (i.e., Fontana Water Company,
26 Southern California Edison, Southern California Gas Company, Time Warner, Verizon,
27 etc.). Multiple excavations, trenches, and other street cuts within existing asphalt concrete
28 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 what existed prior to construction of the proposed
development.
40. 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.
41. Construction signing, lighting, and barricading shall be provided during all phases of
construction as required by City Standards or as directed by the City Engineer. As a
minimum, all construction signing, lighting and barricading shall be in accordance with
Part 6 Temporary Traffic Control of the 2014 California Manual on Uniform Traffic
Control Devices, or subsequent editions in force at the time of construction.

- 1 42. The public street improvements outlined in these conditions of approval are intended to
2 convey to the developer an accurate scope of required improvements, however, the City
3 Engineer reserves the right to require reasonable additional improvements as may be
4 determined during the review and approval of street improvement plans required by these
5 conditions.
- 6 43. OMNITRANS: The developer shall be responsible for coordinating with Omnitrans
7 regarding the location of existing, proposed, and future bus stops along the property
8 frontage of all public streets. The developer shall design street and sidewalk
9 improvements in accordance with the latest Omnitrans bus stop guidelines and in
10 compliance with current accessibility standards pursuant to the Americans with
11 Disabilities Act (ADA) requirements. The developer shall design all bus stops to
12 accommodate the Omnitrans Premium Shelters. Prior to Certificate of Occupancy, the
13 developer shall submit to Public Works verification from Omnitrans acknowledging
14 concurrence with the existing, proposed, and future bus stop improvements in
15 conformance with the Premium Shelter design guidelines. Additionally, bus turnouts are
16 required to accommodate proposed bus stops in accordance with the City Standards and
17 as approved by the City Engineer.
- 18 44. Development of the site is subject to the requirements of the National Pollution Discharge
19 Elimination System (NPDES) Permit for the City of Rialto, issued by the Santa Ana
20 Regional Water Quality Control Board, Board Order No. R8-2010-0036. Pursuant to the
21 NPDES Permit, the developer shall ensure development of the site incorporates post-
22 construction Best Management Practices (BMPs) in accordance with the Model Water
23 Quality Management Plan (WQMP) approved for use for the Santa Ana River Watershed.
24 The developer is advised that applicable Site Design BMPs will be required to be
25 incorporated into the final site design, pursuant to a site specific WQMP submitted to the
26 City Engineer for review and approval.
- 27 45. Prior to grading plan approval, submit a final hydrology study to determine the volume of
28 increased stormwater runoff due to development of the site, and to determine required
stormwater runoff mitigation measures for the proposed development. All stormwater
runoff passing through the site shall be accepted and conveyed across the property in a
manner acceptable to the City Engineer. For all stormwater runoff falling on the site, on-
site retention or other facilities approved by the City Engineer shall be required to contain
the increased stormwater runoff generated by the development of the property. Hydrology
studies shall be prepared in accordance with the San Bernardino County Hydrology
Manual and Rialto drainage criteria. Final retention basin sizing and other stormwater
runoff mitigation measures shall be determined upon review and approval of the
hydrology study by the City Engineer and may require redesign or changes to site
configuration or layout consistent with the findings of the final hydrology study. The
volume of increased stormwater runoff to retain on-site shall be determined by comparing
the existing pre-developed condition and proposed developed condition, using the 100-
year frequency storm.

- 1 46. Prior to grading plan approval, direct release of on-site nuisance water or stormwater
2 runoff shall not be permitted to the adjacent public streets. Provisions for the interception
3 of nuisance water from entering adjacent public streets from the project site shall be
4 provided through the use of a minor storm drain system that collects and conveys nuisance
5 water to landscape or parkway areas, and in only a stormwater runoff condition, pass
6 runoff directly to the streets through parkway or under sidewalk drains.
- 7 47. Prior to grading plan approval, a geotechnical/soils report prepared by a California
8 registered Geotechnical Engineer shall be required for and incorporated as an integral
9 part of the grading plan for the proposed development. The geotechnical report shall
10 include a section on infiltration testing. A digital copy (PDF) of the Geotechnical/Soils
11 Report shall be submitted to the Engineering Division with the first submittal of the
12 precise grading plan.
- 13 48. Prior to grading plan approval, submit a Final Water Quality Management Plan
14 identifying site-specific Best Management Practices (BMPs) in accordance with the
15 Model Water Quality Management Plan (WQMP) approved for use for the Santa Ana
16 River Watershed. The site specific WQMP shall be submitted to the City Engineer for
17 review and approval with the precise grading plan. The Applicant acknowledges that
18 more area than currently shown on the plans may be required to treat site runoff as required
19 by the WQMP guidance document and FWQMP.
- 20 49. Prior to grading plan approval, a WQMP Maintenance Agreement shall be required,
21 obligating the property owner(s) to appropriate operation and maintenance obligations of
22 on-site BMPs constructed pursuant to the approved WQMP.
- 23 50. Prior to grading plan approval, a Notice of Intent (NOI) to comply with the California
24 General Construction Stormwater Permit (Water Quality Order 2009-0009-DWQ as
25 modified September 2, 2009) is required via the California Regional Water Quality
26 Control Board online SMARTS system. A copy of the executed letter issuing a Waste
27 Discharge Identification (WDID) number shall be provided to the City Engineer. The
28 developer's contractor shall prepare and maintain a Storm Water Pollution Prevention
Plan (SWPPP) as required by the General Construction Permit. All appropriate measures
to prevent erosion and water pollution during construction shall be implemented as
required by the SWPPP.
51. Prior to issuance of grading permit or on-site construction permit, submit a precise grading
plan prepared by a California registered civil engineer to the Engineering Division for
review and approval by the City Engineer. The plan shall conform to the requirements of
the California Building Code for review and approval.
52. Prior to issuance of grading permit or on-site construction permit, the developer 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-

1 way, or any new public street lighting improvements conditioned on the project and to be
2 maintained by the City of Rialto post construction.

- 3 53. Prior to commencing with any grading, the required erosion and dust control measures
4 shall be in place. In addition, the following shall be included if not already identified:
- 5 a. Tan-colored perimeter screened fencing
 - 6 b. Contractor information signage including contact information along Willow Avenue
 - 7 c. Post dust control signage with the following verbiage: Project Name, WDID No., IF
8 YOU SEE DUST COMING FROM THIS PROJECT CALL: NAME (XXX) XXX-
9 XXX, If you do not receive a response, Please call the AQMD at 1-800-CUT-SMOG
- 10 54. Prior to street improvement plan approval or building permit issuance, whichever occurs
11 first, dedicate additional right-of-way as may be required across driveway aprons to
12 provide for ADA compliant public access, traffic signal equipment, and signing &
13 striping.
- 14 55. Prior to street improvement plan approval, show a 4-inch conduit and pullboxes within
15 the parkway area along the entire frontage of the property for future traffic signal
16 interconnect use.
- 17 56. Prior to issuance of an encroachment permit or off-site construction permit, submit SCE
18 Preliminary Design plans for the undergrounding of overhead utilities.
- 19 57. Prior to issuance of encroachment permit or off-site construction permit, all public
20 improvement plans must be submitted and approved by the City Engineer.
- 21 58. Prior to issuance of a building permit, submit street improvement plans prepared by a
22 registered California civil engineer to the Engineering Division for review. The street
23 improvement plans shall be approved concurrently with any streetlight, landscape and
24 irrigation, and traffic signal plans unless otherwise approved by the City Engineer.
- 25 59. Prior to issuance of a building permit, submit storm drain improvement plans for that
26 portion of Master Plan of Drainage Line "W5", from the project northerly boundary to the
27 existing Line "W5" located approximately 1,100 feet south of the project site. The plans
28 shall be prepared by a registered California civil engineer to the Engineering Division for
review. The storm drain plans shall be approved concurrently with any streetlight,
landscape and irrigation, and traffic signal plans unless otherwise approved by the City
Engineer.
60. Prior to the payment of the Development Impact Fee (DIF) at building permit issuance or
construction of improvements, whichever occurs first, the developer and the City may
enter into a Construction Fee Credit and Reimbursement Agreement to secure credit and

1 reimbursement for the construction of applicable storm drain improvements. If the
2 developer fails to complete this agreement prior to the timing specified above, credit or
3 reimbursement will not be given and the developer shall pay the current DIF fees, adopted
4 by the City Council, at the time of building permit issuance.

4 61. Prior to issuance of building permit, submit traffic striping and signage plans prepared by
5 a California registered civil engineer or traffic engineer, for review and approval by the
6 City Engineer. All required traffic striping and signage improvements shall be completed
7 concurrently with required street improvements to the satisfaction of the City Engineer.

7 62. Prior to issuance of encroachment permit or off-site construction permit, submit street
8 light improvement plans, for Willow Avenue, prepared by a California registered civil
9 engineer to the Engineering Division. The plans shall be approved by the City Engineer
10 prior to issuance of any building permits.

10 63. Prior to issuance of encroachment permit or off-site construction permit, submit sewer
11 improvement plans prepared by a California registered civil engineer to the Engineering
12 Division. The plans shall be approved by the City Engineer prior to issuance of any
13 building permits.

13 64. Prior to issuance of encroachment permit or off-site construction permit, submit a water
14 improvement plan approved by the local water purveyor. The developer shall be
15 responsible for coordinating with water purveyor and complying with all requirements for
16 establishing domestic water service to the property.

16 65. Prior to issuance of building permit, submit off-site landscaping and irrigation system
17 improvement plans for review and approval concurrently with street improvement plan
18 submittal to the Public Works Department. The median irrigation system, parkway
19 irrigation system, and applicable Specific Plan required landscape easement irrigation
20 system shall be separately metered from the on-site private irrigation to facilitate separate
21 utility bill payment by the City after the required one-year maintenance period via the
22 Landscape and Lighting Maintenance District No. 2. The off-site landscape and irrigation
23 plans must show separate electrical meter, water meter, and separate irrigation lateral to
24 be annexed into LLMD2 via a City Council public hearing process. Use of an existing
25 LLMD2 water meter and electrical pedestal is encouraged. The Landscape and Irrigation
26 plans shall be approved concurrently with the Street Improvement plans, including any
27 median portion, applicable easement portion, and/or parkway portion. The landscaping
28 architect must contact the City of Rialto Landscape Contract Specialist at (909) 820-2602
to ensure all landscape and irrigation guidelines are met prior to plan approval. Electrical
and water irrigation meter pedestals must not be designed to be installed at or near street
intersections or within a raised median to avoid burdensome traffic control set-up during
ongoing maintenance. The off-site Landscape and Irrigation plans shall be designed in
accordance with the Public Works Landscape Maintenance District Guidelines.

28 66. 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

1 conformance with the approved precise grading plan, to the Engineering Division.
2 Trenching for footings or construction of any building foundation is not allowed until the
3 certifications have been submitted for review and approval by the City Engineer.

- 4 67. Prior to occupancy approval, all public improvements shall be constructed to City
5 standards subject to the satisfaction of the City Engineer.
- 6 68. Prior to occupancy approval, provide certification from Rialto Water Services to
7 demonstrate that all water and/or wastewater service accounts have been documented.
- 8 69. Prior to occupancy approval, the developer shall connect to the City of Rialto sewer
9 system and apply for a sewer connection account with Rialto Water services.
- 10 70. Prior to occupancy approval, submit a WQMP Certification that demonstrates that all
11 structural BMPs have been constructed and installed in conformance with approved plans
12 and specifications, and as identified in the approved WQMP.
- 13 71. Prior to occupancy approval, the developer must complete the LLMD2 annexation
14 process. Due to the required City Council Public Hearing action, the annexation process
15 takes months and as such the developer is advised to apply for Special District annexation
16 as early-on in the in the process to avoid any delays with permit issuance.
- 17 72. Prior to occupancy approval, install CAMUTCD approved “No Stopping” signage along
18 the entire project frontage.
- 19 73. Prior to occupancy approval, replace any existing non-compliant, damaged, or
20 unsatisfactory sidewalk, curb & gutter, pavement, and landscaping along the project
21 frontage to the satisfaction of the City Engineer.
- 22 74. Prior to occupancy approval, construct a commercial driveway approach in accordance
23 with City of Rialto Standard Drawing No. SC-213 or 214. The driveway approach shall
24 be constructed so the top of “X” is at least 5 feet from the property line, or as otherwise
25 approved by the City Engineer. Nothing shall be constructed or planted in the corner cut-
26 off area which does or will exceed 30 inches in height required to maintain an appropriate
27 corner sight distance. If necessary, additional right of way shall be dedicated on-site to
28 construct a path of travel meeting ADA guidelines.
75. Prior to occupancy – Willow Avenue is designated a Collector with a 64-foot street right
of way and 40-foot street width. For the full width of the street (northbound and
southbound lanes), remove existing pavement section 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 street frontage 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 pavement core samples and submitted to the City Engineer for
approval. Alternatively, depending on the existing street condition and geotechnical

1 report, a street 2” grind and overlay, or other repair may be performed to preserve existing
2 pavement improvements as approved by the City Engineer.

3 76. Prior to occupancy approval, submit as-built plans of all Engineering plans. The as-built
4 plans shall be reviewed and approved by the City Engineer.

5 77. The applicant shall submit full architectural and structural plans with all mechanical,
6 electrical, and plumbing plans, structural calculations, truss calculations and layout, rough
7 grading plans approved by Public Works Engineering, Water Quality Management Plan,
8 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.

9 78. The applicant shall provide a Scope of Work on the title page of the architectural plan
10 set. The Scope of Work shall call out all work to be permitted (ex. Main structure,
perimeter walls, trash enclosure, etc.).

11 79. The applicant shall design the structures in accordance with the latest California
12 Building Code, California Mechanical Code, California Plumbing Code, and the
13 California Electrical Code, Residential Code and the California Green Buildings
Standards adopted by the State of California.

14 80. The applicant shall comply with all applicable City of Rialto Municipal Codes and
15 Ordinances.

16 81. The applicant shall comply with the requirements of the Department of Environmental
17 Health Services and the Air Quality Management District prior to the issuance of any
18 permit if hazardous materials are stored and/or used.

19 82. All perimeter / boundary walls shall be designed and constructed so that the
20 outer/exterior face of the wall is as close as possible to the lot line. In any case, the
21 outer/exterior face of the wall shall be within two (2) inches of the lot line. Distances
greater than two (2) inches may be approved prior to construction by the Chief Building
Official on a case-by-case basis for extenuating circumstances.

22 83. All lot lines, easement lines, etc. shall be located and/or relocated in such a manner as
23 to not cause any existing structure to become non-conforming with the requirements of
24 the latest adopted edition of the Building Code, or any other applicable law, ordinance,
or code.

25 84. The Developer/Owner is responsible for the coordination of the final occupancy. The
26 Developer/Owner shall obtain clearances from each department and division prior to
27 requesting a final building inspection from Building and Safety. Each department shall
sign the bottom of the Building and Safety Job Card.

28 85. All signs shall be Underwriters Laboratories, or equal, approved.

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- 2 86. Permits are required prior to the removal and/or demolition of structures.
- 3 87. All exterior lighting shall be orientated, directed, and/or shielded as much as possible so
- 4 that direct illumination does not infringe onto adjoining properties.
- 5 88. Site facilities such as parking open or covered, recreation facilities, and trash dumpster
- 6 areas, and common use areas shall be accessible per the CBC, Chapter 11.
- 7 89. The applicant/developer shall include the conditions of approval of this resolution on
- 8 the construction plans.
- 9 90. The applicant shall design and construct accessible paths of travel from the building's
- 10 accessible entrances to the public right-of-way, accessible parking, and the trash
- 11 enclosure. Paths of travel shall incorporate (but not limited to) exterior stairs, landings,
- 12 walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning,
- 13 signage, gates, lifts and walking surface materials, as necessary. The accessible route(s)
- 14 of travel shall be the most practical direct route between accessible building entrances,
- 15 site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the
- 16 site, California Building Code, (CBC) Chapter 11, Sec, 11A and 11B.
- 17 91. If hazardous substances are used and/or stored, a technical opinion and report,
- 18 identifying and developing methods of protection from the hazards presented by the
- 19 hazardous materials may be required. This report shall be prepared by a qualified
- 20 person, firm, or corporation and submitted to Building & Safety. This report shall also
- 21 explain the proposed facility's intended methods of operation and list all of the proposed
- 22 materials, their quantities, classifications, and the effects of any chemical (material)
- 23 intermixing in the event of an accident or spill.
- 24 92. All construction sites must be protected by a security fence and screening. The fencing
- 25 and screening shall always maintained to protect pedestrians.
- 26 93. The applicant shall provide temporary toilet facilities for the construction workers. The
- 27 toilet facilities shall always be maintained in a sanitary condition. The construction
- 28 toilet facilities of the non-sewer type shall conform to ANSI ZA.3
94. Construction projects which require temporary electrical power shall obtain an
- Electrical Permit from Building and Safety. No temporary electrical power will be
- granted to a project unless one of the following items is in place and approved by
- Building and Safety and the Planning Department.
- a. Installation of a construction trailer, or
 - b. Security fenced area where the electrical power will be located
95. Installation of construction/sales trailers must be located on private property. No trailers
- can be in the public street right of way.

- 1 96. Any temporary building, trailer, commercial coach, etc. installed and/or used in
2 connection with a construction project shall comply with City Code.
- 3 97. Prior to issuance of a Building Permit all of the following must be in place: portable
4 toilet with hand wash station, all BMP's, fencing and signage on each adjacent street
5 saying "If there is any dust or debris coming from this site please contact (superintendent
6 number here) or the AQMD if the problem is not being resolved" or something similar
7 to this.
- 8 98. Permitted hours for construction work from October 1st through April 30th are Monday
9 Friday, 7:00 a.m. to 5:30 p.m. and Saturday 8:00 a.m. to 5:00 p.m. From May 1st
10 through September 30th permitted hours for construction is Monday- Friday, 6:00 a.m.
11 to 7:00 p.m. and Saturday 8:00 a.m. to 5:00 p.m. Construction is prohibited on Sundays
12 and State holidays.
- 13 99. The following grading items shall be completed and/or submitted – as applicable – prior
14 to the issuance of building permits for this project:
15 a. Precise grading plans shall be approved by Engineering Department
16 b. Rough grading completed
17 c. Compaction certification completed
18 d. Pad elevation certification completed
19 e. Rough grade inspection signed off by a City's Engineering Inspector
- 20 100. Prior to the issuance of a Building Permit, the applicant shall pay all Development
21 Improvement Fees to the City. Copies of receipts shall be provided to Building and
22 Safety prior to permit issuance.
- 23 101. The Tract or Parcel map shall record prior to the issuance of any permits.
- 24 102. The existing parcels shall be combined into a single parcel, or a lot line adjustment shall
25 be done so that the proposed structure(s) does not cross any lot line and complies with
26 all requirements of the California Building Code, prior to any building permits being
27 issued.
- 28 103. Fire sprinklers, fire alarm systems and fire hydrant plans shall be submitted for plan
review concurrently with building plans and shall be approved prior to permit issuance.
104. 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.
105. The applicant shall design the structures to withstand ultimate wind speed of 130 miles
per hour, exposure C and seismic zone D.
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.

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- 2 107. Prior to issuance of Building Permits, site grading final and pad certifications shall be
- 3 submitted to the Building Division and Engineering Division, which include elevation,
- 4 orientation, and compaction. The certifications are required to be signed by the engineer
- 5 of record.
- 6 108. The applicant shall place a copy of the Conditions of Approval herein on within the
- 7 building plan check submittal set and include the PPD number on the right bottom
- 8 corner cover page in 20 point bold, prior to the issuance of a building permit.
- 9 109. Prior to issuance of Building Permits, on site water service shall be installed and
- 10 approved by the responsible agency. On site fire hydrants shall be approved by the Fire
- 11 Department. No flammable materials will be allowed on the site until the fire hydrants
- 12 are established and approved.
- 13 110. The applicant shall comply with all applicable requirements of the California Fire Code
- 14 and Chapter 15.28 (Fire Code) of the Rialto Municipal Code.
- 15 111. The applicant shall illuminate all walkways, passageways, and locations where
- 16 pedestrians are likely to travel with a minimum of 1.5-foot candles (at surface level) of
- 17 light during the hours of darkness. Lighting shall be designed/constructed in such a
- 18 manner as to automatically turn on at dusk and turn off at dawn.
- 19 112. The applicant shall illuminate all alleyways, driveways, and uncovered parking areas
- 20 with a minimum of 1.5-foot candles (at surface level) of light during the hours of
- 21 darkness. Lighting shall be designed/constructed in such a manner as to automatically
- 22 turn on at dusk and turn off at dawn.
- 23 113. The applicant shall illuminate all loading dock areas, truck well areas, and delivery areas
- 24 with a minimum of 2.0 foot-candles (at surface level) of light during the hours of
- 25 darkness. Lighting shall be designed/constructed in such a manner as to automatically
- 26 turn on at dusk and turn off at dawn.
- 27 114. The applicant shall design/construct all lighting fixtures and luminaries, including
- 28 supports, poles and brackets, in such a manner as to resist vandalism and/or destruction
- by hand.
115. The applicant shall provide an illuminated channel letter address prominently placed on
- the building to be visible to the front of the location and if applicable, visible from the
- main street to which they are located (e.g. commercial building facing the interior of the
- property would require two address signs if located adjacent to a roadway), prior to the
- issuance of a Certificate of Occupancy.
116. 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

1 Certificate of Occupancy. The security cameras shall be accessible to the Rialto Police
2 Department via FusionONE web application.

3 117. The applicant shall install Knox boxes immediately adjacent to the main entrance of the
4 building and at least one (1) rear entrance on the building to facilitate the entry of safety
5 personnel. The Knox boxes shall be installed in such a manner as to be alarmed, resist
6 vandalism, removal, or destruction by hand, and be fully recessed into the building. The
7 Knox boxes shall be equipped with the appropriate keys, for each required location,
8 prior to the first day of business. The Knox-Box placement shall be shown on the formal
9 building plan review submittal prior to the issuance of a building permit.

10 118. The applicant shall prominently display the address on the building rooftop to be visible
11 to aerial law enforcement or fire aircraft. Specifications to be followed for alphanumeric
12 characters are as follows: Three (3) foot tall and six (6) inches thick alphanumeric
13 characters. The alphanumeric characters shall be constructed in such a way that they are
14 in stark contrast to the background to which they are attached (e.g. white numbers and
15 letters on a black background), and resistant weathering that would cause a degradation
16 of the contrast.

17 119. The applicant shall provide an audible alarm within the building, prior to the issuance
18 of a Certificate of Occupancy. The building shall be alarmed in such a way as to emit a
19 continuous audible notification until reset by responsible personnel (e.g. alarmed exit
20 device / crash bar).

21 120. The applicant or General Contractor shall identify each contractor and subcontractor
22 hired to work at the job site on a Contractor Sublist form and return it to the Business
23 License Division with a Business License application and the Business License tax fee
24 based on the Contractors tax rate for each contractor.

25 121. Prior to issuance of a Certificate of Occupancy, the Lessor of the property shall pay a
26 business license tax based on the Rental Income Property tax rate.

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

PASSED, APPROVED AND ADOPTED this 2nd day of October, 2024.

JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

5 I, Kimberly Dame, Administrative Analyst of the City of Rialto, do hereby certify that the
6 foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning
7 Commission of the City of Rialto held on the ____nd day of ____, 2024.

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

10 Vote on the motion:

11 AYES:

12 NOES:

13 ABSENT:

14 IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of
15 Rialto this ____nd day of ____, 2024.

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KIMBERLY DAME, ADMINISTRATIVE ANALYST

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Exhibit "A"
Project Plans