

1 **RESOLUTION NO. 2021-XX**

2 A RESOLUTION OF THE PLANNING COMMISSION OF THE  
3 CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL  
4 DEVELOPMENT PERMIT NO. 2021-0022 FOR THE  
5 CONSTRUCTION AND OPERATION OF A 43,000 SQUARE  
6 FOOT INDUSTRIAL STORAGE WAREHOUSE BUILDING ON  
7 2.00 ACRES OF LAND (APN: 0258-111-37) LOCATED ON THE  
8 SOUTH SIDE OF SANTA ANA AVENUE APPROXIMATELY  
9 355 FEET WEST OF WILLOW AVENUE WITHIN THE HEAVY  
10 INDUSTRIAL (H-IND) LAND USE DESIGNATION OF THE  
11 AGUA MANSA SPECIFIC PLAN.

12 WHEREAS, the applicant, Lord Constructors, Inc., proposes to develop and operate a  
13 43,000 square foot industrial storage warehouse/distribution center building (“Project”) on 2.00  
14 acres of land (APN: 0258-111-37) located on the south side of Santa Ana Avenue approximately  
15 355 feet west of Willow Avenue within the Heavy Industrial (H-IND) land use designation of the  
16 Agua Mansa Specific Plan (“Site”); and

17 WHEREAS, the Project will consist of 2,000 square feet of office space on the ground  
18 floor, 2,000 square feet of office space on the second floor, and 39,000 square feet of warehouse  
19 space with three (3) dock-high loading doors, which will be located on the east side of the building;  
20 and

21 WHEREAS, Pursuant to Section 18.112.040A(7) of the Rialto Municipal Code, the Project  
22 requires a Conditional Development Permit, and the applicant has submitted an application for  
23 Conditional Development Permit No. 2021-0022 (“CDP No. 2021-0022”); and

24 WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of  
25 Design No. 2021-0020 (“PPD No. 2021-0020”) to facilitate the development of a 43,000 square  
26 foot industrial storage warehouse building on the Site; and

27 WHEREAS, on November 10, 2021, the Planning Commission of the City of Rialto  
28 considered CDP No. 2021-0022 and PPD No. 2021-0020 during a regularly scheduled and duly  
noticed public meeting. During the public hearing, the Planning Commission considered public  
testimony, discussed the proposed CDP No. 2021-0022 and PPD No. 2021-0020; and closed the  
public hearing; and

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

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

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

5 SECTION 2. Based on substantial evidence presented to the Planning Commission during  
6 the public hearing conducted with regard to CDP No. 2021-0022, including written staff reports,  
7 verbal testimony, site plans, other documents, and the conditions of approval stated herein, the  
8 Planning Commission hereby determines that CDP No. 2021-0022 satisfies the requirements of  
9 Section 18.66.020 of the Rialto Municipal Code pertaining to the findings that must be made  
10 precedent to granting a conditional development permit, which findings are as follows:

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

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

15 The Project site is a square-shaped piece of land, 2.00 acres in size, vacant, and covered  
16 only by natural grasses and shrubs. The Project will develop the highest and best use for the  
17 site, in accordance with the Heavy Industrial (H-IND) land use designation of the Agua Mansa  
18 Specific Plan. Additionally, the Project will provide employment opportunities within the  
19 City and reduce blight by implementing a use on vacant, unimproved land.

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

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

23 The development of an industrial storage warehouse building on the Site is consistent with  
24 the H-IND land use designation of the Agua Mansa Specific Plan, which conditionally  
25 permits the development and operation of storage warehouse buildings. To the north,  
26 across Santa Ana Avenue, is vacant land, and to the east is an approximately 52,000 square  
27 foot industrial building occupied by Fresh Start Bakeries, which is a commercial baker. To  
28 the south is a truck terminal facility occupied by UPS Freight, and to the west is 137,538  
square foot industrial building occupied by Lineage Logistics Company. The Site and all  
of the surrounding properties are within the H-IND land use designation of the Agua Mansa  
Specific Plan. The Project is consistent with the H-IND designation and the surrounding  
land uses. The nearby area is predominantly zoned for and developed with industrial uses,  
and as a result, there are no sensitive land uses near the project site. The project is not  
expected to negatively impact any uses with the successful implementation of measures

1 such as landscape buffering, the installation of solid screen walls, and aesthetic building  
2 enhancements.

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

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

7 The Site is square-shaped, 2.00 acres in size, fairly level, and adjacent to one (1) public street  
8 which will be able to accommodate the Project. The Project will have one (1) access point  
9 via Santa Ana Avenue, which will provide full access movements for both trucks and  
10 passenger vehicles. In addition, the Project will have 41 parking spaces, which exceed the  
11 amount required by Table 13 (Off-Street Parking Requirements) of the Agua Mansa Specific  
12 Plan.

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

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

16 The Site will have adequate access to all utilities and services required through main water,  
17 electric, sewer, and other utility lines that will be hooked up to the Site.

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

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

23 As previously stated, the Project is consistent with the H-IND land use designation of the  
24 Agua Mansa Specific Plan and the General Industrial with a Specific Plan Overlay General  
25 Plan land use designation. The building will be oriented such that none of the dock doors  
26 will front or face the public right-of-way, the building will have forty-one (41) parking  
27 spaces, and the parking will have a Floor Area Ratio (FAR) of 49.5 percent, all of which  
28 comply with the General Plan, the H-IND land use district of the Agua Mansa Specific  
Plan, and the City's Design Guidelines. Landscaping will be abundantly incorporated into  
the Site, as the landscape coverage for the project is 13.8 percent, which exceeds the  
minimum required amount of 10.0 percent.

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

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

2           The Project's effects will be minimized through the implementation of the Conditions of  
3           Approval contained herein, and through the implementation of Conditions of Approval  
4           imposed by the Planning Commission on the Precise Plan of Design, such as extensive  
5           landscaping, solid screen walls, decorative paving, and enhanced architectural features.  
6           The development of a high-quality industrial development will provide additional  
7           employment opportunities for residents and visitors to the City. The Project will also serve  
8           to develop a piece of land, which has remained undeveloped. The Project is consistent  
9           with the H-IND designation and the surrounding land uses. The nearby area is  
10          predominantly zoned for and developed with industrial uses, and as a result, there are no  
11          sensitive land uses near the project site. The project is not expected to negatively impact  
12          any uses with the successful implementation of measures such as landscape buffering, the  
13          installation of solid screen walls, and aesthetic building enhancements. Moreover, any  
14          potential adverse effects are outweighed by the benefits conferred upon the community and  
15          neighborhood as a whole.

16           SECTION 3. Lord Constructors, Inc., is hereby granted CDP No. 2021-0022 to allow the  
17          development and operation of a 43,000 square foot industrial storage warehouse building on 2.00  
18          acres of land (APN: 0258-111-37) located on the south side of Santa Ana Avenue approximately 355  
19          feet west of Willow Avenue within the Heavy Industrial (H-IND) land use district of the Agua Mansa  
20          Specific Plan.

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

25           SECTION 5. CDP No. 2021-0022 is granted to Lord Constructors, Inc, in accordance with  
26          the plans and application on file with the Planning Division, subject to the following conditions:

- 27           1. The approval is granted allowing the development and operation of a 43,000 square foot  
28           industrial storage warehouse building on 2.00 acres of land (APN: 0258-111-37) located  
          on the south side Santa Ana Avenue approximately 355 feet west of Willow Avenue, as  
          shown on the plans submitted to the Planning Division on October 21, 2021, and as  
          approved by the Planning Commission. If the Conditions of Approval specified herein  
          are not satisfied or otherwise completed, the project shall be subject to revocation.
2. City inspectors shall have access to the site to reasonably inspect the site during normal  
          working hours to assure compliance with these conditions and other codes.

- 1 3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto,  
2 and/or any of its officials, officers, employees, agents, departments, agencies, and  
3 instrumentalities thereof (collectively, the “City Parties”), from any and all claims,  
4 demands, law suits, writs of mandamus, and other actions and proceedings (whether  
5 legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative  
6 dispute resolutions procedures (including, but not limited to arbitrations, mediations,  
7 and other such procedures), (collectively “Actions”), brought against the City, and/or  
8 any of its officials, officers, employees, agents, departments, agencies, and  
9 instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or  
10 annul, the any action of, or any permit or approval issued by, the City and/or any of its  
11 officials, officers, employees, agents, departments, agencies, and instrumentalities  
12 thereof (including actions approved by the voters of the City), for or concerning the  
13 Project (collectively, the “Entitlements”), whether such Actions are brought under the  
14 California Environmental Quality Act, the Planning and Zoning Law, the Subdivision  
15 Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public  
16 Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation,  
17 or any decision of a court of competent jurisdiction. This condition to indemnify,  
18 protect, defend, and hold the City harmless shall include, but not limited to (i) damages,  
19 fees and/or costs awarded against the City, if any, and (ii) cost of suit, attorneys’ fees  
20 and other costs, liabilities and expenses incurred in connection with such proceeding  
21 whether incurred by applicant, Property owner, or the City and/or other parties  
22 initiating or bringing such proceeding (collectively, subparts (i) and (ii) are the  
23 “Damages”). Notwithstanding anything to the contrary contained herein, the Applicant  
24 shall not be liable to the City Parties under this indemnity to the extent the Damages  
25 incurred by any of the City Parties in such Action(s) are a result of the City Parties’  
26 fraud, intentional misconduct or gross negligence in connection with issuing the  
27 Entitlements. The applicant shall execute an agreement to indemnify, protect, defend,  
28 and hold the City harmless as stated herein within five (5) days of approval of CDP No.  
2021-0022.
- 19 4. The Project shall be limited to a maximum of fifty-two (52) actual passenger car trips and  
20 twenty-two (22) actual truck trips daily, in accordance with the Traffic Impact Analysis  
21 Scoping Agreement prepared for the Project by LSA Associates, Inc. and dated October  
22 22, 2021, which is attached as Exhibit A.
- 23 5. The applicant, landlord, and/or tenant(s) shall not park any trucks or trailers within any  
24 drive-aisles or passenger vehicle parking areas at any time.
- 25 6. The landlord and/or tenant(s) shall not store any product, goods, materials, etc. outside of  
26 the building at any time, except for trucks, trailers, and vehicles associated with the  
27 operation(s) conducted within the building, without prior approval of a separate  
28 Conditional Development Permit in accordance with Chapter 18.104 (Outdoor Storage  
Uses) of the Rialto Municipal Code.

- 1 7. 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 commence the project within one year of the effective date of  
7 approval, the privileges granted hereunder will continue inured to the property as long  
8 as the property is used for the purpose for which the conditional development permit  
9 was granted, and such use remains compatible with adjacent property uses.
- 10 8. Approval of CDP No. 2021-0022 will not become effective until the applicant has signed  
11 a statement acknowledging awareness and acceptance of the required conditions of  
12 approval contained herein.
- 13 9. In the event, that any operation on the Site is found to be objectionable or incompatible  
14 with the character of the City and its environs due to excessive noise, excessive traffic,  
15 loitering, criminal activity or other undesirable characteristics including, but not strictly  
16 limited to, uses which are or have become offensive to neighboring property or the goals  
17 and objectives of the Heavy Industrial (H-IND) designation of the Agua Mansa Specific  
18 Plan and the City's General Plan, the applicant shall address the issues within forty-eight  
19 (48) hours of being notified by the City.
- 20 10. If the applicant fails to comply with any of the conditions of approval placed upon CDP  
21 No. 2021-0022, and PPD No. 2021-0020, the Planning Commission may initiate  
22 proceedings to revoke the conditional development permit in accordance with the  
23 provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto Municipal  
24 Code. Conditional Development Permit No. 2021-0022 may be revoked, suspended or  
25 modified in accordance with Section 18.66.070 of the Zoning Ordinance at the  
26 discretion of the Planning Commission if:
- 27 a) The use for which such approval was granted has ceased to exist, been  
28 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) designation of the Agua Mansa  
Specific Plan, and the City's General Plan.

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

PASSED, APPROVED AND ADOPTED this 10th day of November, 2021.

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FRANK GONZALEZ, CHAIR  
CITY OF RIALTO PLANNING COMMISSION

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

5 I, Adrianna Martinez, Administrative Assistant of the City of Rialto, do hereby certify that  
6 the foregoing Resolution No. \_\_\_\_ was duly passed and adopted at a regular meeting of the Planning  
7 Commission of the City of Rialto held on the \_\_\_\_th day of \_\_\_\_, 2021.

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 \_\_\_\_, 2021.

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\_\_\_\_\_  
ADRIANNA MARTINEZ, ADMINISTRATIVE ASSISTANT

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1 Exhibit "A"  
2 Traffic Impact Analysis Scoping Agreement

3  
4 **Exhibit B**

5 **SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS**

6 This following form shall be used to acknowledge preliminary approval of the scope for  
7 the traffic impact analysis (TIA) of the following project. The TIA must follow the City of  
8 Rialto Traffic Impact Analysis – Report Guidelines and Requirements, adopted by the  
9 City Council on February 2021.

10 **City of Rialto**  
11 **Traffic Impact Analysis**  
12 **Scoping Agreement**

13 Case No. MC2021-0023, CPD2021-0022, PPD2021-0020 ,and EAR2021-0023

14 Related Cases -

15 SP No. Agua Mansa Specific Plan

16 EIR No. Agua Mansa Specific Plan EIR

17 GPA No. N/A

18 ZC No. N/A

19 Project Name: Santa Ana Avenue Warehouse Project

20 Project Address: The project is located on Santa Ana Avenue between Willow Avenue and Lilac Avenue.

21 Project Description: The project will include a 43,000 square-foot industrial warehouse.

	<u>Consultant</u>	<u>Developer</u>
Name:	<u>LSA Associates, Inc.</u>	<u>Lord Constructors, Inc.</u>
Address:	<u>1500 Iowa Avenue, Suite 200, Riverside, CA 92507</u>	<u>1920 W. 11th Street, Upland, California 91786</u>
Telephone:	<u>(951) 781-9310</u>	<u>(909) 946-6729</u>
Fax:	<u></u>	<u>(909) 946-3626</u>

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

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4 **1. Trip Generation Source:** ITE Trip Generation Manual, 10th Edition

5 Existing GP Land Use General Industrial Proposed Land Use Warehousing

6 Current Zoning: Heavy-Industrial (H-IND) Proposed Zoning: Heavy-Industrial (H-IND)

7 Total Daily Project Trips: 112

8

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
9 AM Trips				<u>9</u>	<u>4</u>	<u>13</u>
10 PM Trips				<u>2</u>	<u>12</u>	<u>14</u>

11 Internal Trip Allowance Yes  No  (\_\_\_\_\_% Trip Discount)

12 Pass-By Trip Allowance Yes  No  (\_\_\_\_\_% Trip Discount)

13 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.

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

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

16 **3. Background Growth Traffic**

17 Project Completion Year: 2022 Annual Background Growth Rate: \_\_\_\_\_%

18 Other Phase Years \_\_\_\_\_

19 Other area projects to be considered: \_\_\_\_\_

20 (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)

21 Model/Forecast methodology: \_\_\_\_\_

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

23 1. \_\_\_\_\_ 6. \_\_\_\_\_

24 2. \_\_\_\_\_ 7. \_\_\_\_\_

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26 4. \_\_\_\_\_ 9. \_\_\_\_\_

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

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|----------|-----------|
| 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: City of Colton, County of San Bernardino

**7. Site Plan** (please attach 11" x 17" legible copy) **Provided with Trip Gen and VMT Memo**

**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.)

~~Vehicle Miles Traveled Analysis, Active Transportation and Public Transit Analysis, On Site Parking Demand Using City Municipal Code, Sight Distance Analysis, General-Plan Circulation Element Consistency~~

**9. Existing Conditions**

Traffic count data must be new or within one year. Provide traffic count dates if using other than new counts.

Date of counts: \_\_\_\_\_

**NOTE Fees are due and must be submitted with, or prior to submittal of this form. The City will not process the Scoping Agreement prior to the receipt of the processing fee.**

Fees Paid: \$ \_\_\_\_\_ Date \_\_\_\_\_

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

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**Recommended:**

Scoping Agreement Submittal date 10/22/2021


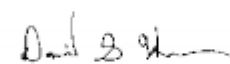
Scoping Agreement Resubmittal date \_\_\_\_\_

**Ambarish Mukherjee** Digitally signed by Ambarish Mukherjee Date: 2021.10.22 15:27:37 -07'00' 10/22/2021  
Applicant/Engineer Date

**Land Use Concurrence:**

 \_\_\_\_\_ 10-26-2021  
Development Services Department Date

**Approved by:**

 \_\_\_\_\_ 10/26/21  
Public Works Department Date  
 \_\_\_\_\_ 10-27-2021

**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.



CARLSBAD  
CLOVIS  
IRVINE  
LOS ANGELES  
PALM SPRINGS  
POINT RICHMOND  
RIVERSIDE  
ROSEVILLE  
SAN LUIS OBISPO

October 13, 2021

Justin Schlaefli  
Traffic Engineer  
City of Rialto  
335 West Rialto Avenue  
Rialto, California 92376

Subject: Santa Ana Avenue Warehouse Project Trip Generation and Vehicle Miles Traveled  
Analysis Memorandum (LSA Project No. LC12102)

Dear Justin:

LSA Associates, Inc. (LSA) is under contract to prepare a Trip Generation and Vehicle Miles Traveled Analysis Memorandum (Memo) for the proposed Santa Ana Avenue Warehouse Project (project) in the City of Rialto (City). The project will consist of a 43,000 square-foot (sf) industrial warehouse located on Santa Ana Avenue between Willow Avenue and Lilac Avenue. The project's assessor's parcel number (APN) is 0258-111-37. The project will be consistent with the City's General Plan land use and zoning designation. Figure 1 (all figures and tables attached) illustrates the regional and project location. Figure 2 illustrates the conceptual site plan for the project.

The objectives of this Memo are as follows:

- To estimate the trip generation for the proposed project and determine whether a Traffic Impact Analysis (TIA) will be required for the project; and
- To determine whether a VMT analysis will be required for the proposed project.

### TRIP GENERATION ANALYSIS

Trip generation for the warehouse use was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition) for Land Use 150 – "Warehousing". Project trips were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. The SCAQMD truck and passenger vehicle mix recommendations are attached in Appendix A. Based on vehicle mix from the City's Public Works Department *Traffic Impact Analysis Report Guidelines and Requirements*, dated December 2013, the truck mix was considered as 70% 4- and more axle, 28% 3-axle, and 2% 2-axle trucks. Additionally, based on the City's TIA guidelines, all truck trips were converted to passenger car equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

Table A summarizes the project trip generation and shows that the proposed project is anticipated to generate 8 trips in the a.m. peak hour, 9 trips in the p.m. peak hour, and 74 daily trips. The PCE trips are 13 PCE trips in the a.m. peak hour, 14 PCE trips in the p.m. peak hour, and 112 daily PCE trips.

1500 Iowa Avenue, Suite 200, Riverside, California 92507 951.781.9310 www.lsa.net

LSA is a business name of LSA Associates, Inc.

As per the City's TIA Guidelines, a TIA may not be required for a project if it generates less than 50 peak hour PCE vehicle trips. Since the anticipated number of peak hour trips generated by the proposed project is lower than the 50-trip threshold established by the City's TIA Guidelines, a TIA may not be required for this project.

**VEHICLE MILES TRAVELED ANALYSIS**

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) Guidelines for use. Among the changes to the guidelines was the removal of vehicle delay and level of service as the sole basis of determining CEQA impacts. With the implementation of the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT).

The City of Rialto currently uses the San Bernardino County's (County) *Transportation Impact Study Guidelines* (dated July 9, 2019) for VMT analyses. Per the County's VMT guidelines, a project generating less than 110 daily vehicle trips can be considered as a low VMT generator and can be considered to have a less than significant VMT impact. The 110 vehicle trip threshold in the County's VMT guidelines was obtained from the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA (TA)* (dated December 2018). Additionally, Section C1 (page 4) of the OPR TA states the following:

*"vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks."*

As such, the OPR TA advises that to prepare "an apples-to-apples comparison" the project's VMT and the regional threshold should be consistent. The County's VMT guidelines recommend using VMT/Employee as the metric for evaluating VMT impacts for industrial projects. The VMT/Employee is calculated for only the home-based work trip purpose which does not include any truck trips. Therefore, consistent with guidance provided by OPR TA and the County's guidelines, only passenger vehicles have been considered for this analysis.

As shown in Table A, the project will generate 52 daily passenger vehicle trips. Since the proposed project is forecasted to generate less than 110 daily passenger vehicle trips, it can be presumed that the project is anticipated to have a less than significant VMT impact and is screened out from a VMT assessment.

**ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS**

According to the County Guidelines, a significant impact occurs when a project conflicts with adopted plans, policies, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities.

Based on the Circulation Chapter of the City's General Plan, adopted December 2010, at present, there is a Class II bicycle facility planned on Santa Ana Avenue within the study area. There is currently no existing bicycle facility along the project frontage. The project is not anticipated to

affect the operations of the proposed bike lane. As such, the project will not decrease the performance or safety of any existing or proposed bicycle facility.

According to the Circulation Chapter of the City's General Plan, adopted December 2010, pedestrian facilities such as sidewalks create additional means of access to service; improves the quality of life for those without access to motorized vehicles; can be conducive to healthier lifestyles and exercise; and may help foster a sense of community and social connection in residential neighborhoods by improving the interaction and chance encounters of neighbors. Within the project study area, there are no existing paved sidewalks on Santa Ana Avenue. The project will provide sidewalk along the South side of Santa Ana Avenue adjacent to the project site, thus providing direct and convenient access for visitors arriving project site on foot. Additionally, the project will not affect any existing sidewalks. As such, the project will not decrease the performance or safety of any existing or proposed pedestrian facility.

The nearest bus stop from the project site is approximately 0.6 miles. Omnitrans bus route 329 serves this bus stop. Omnitrans bus route 329 connects Rialto to communities in adjacent jurisdictions such as Fontana and Bloomington. At present, there are no proposed service changes in Omnitrans's transit network. As such, the project will not decrease the performance or safety of any existing or proposed public transit facility.

The project does not conflict with existing or proposed bicycle, pedestrian, and public transit facilities. Therefore, the project will conform to all adopted policies, plans, or programs concerning these facilities and will not have a significant impact.

#### **ON-SITE PARKING DEMAND USING CITY MUNICIPAL CODE**

A parking demand analysis for the proposed project was prepared using rates from the City of Rialto Municipal Code Chapter 18.58 – "Off-Street Parking" Section 18.58.050 – "Office, commercial and industrial parking requirements." As per the City's Municipal Code, the following required parking spaces rates were used in this analysis:

- Office (1st Floor): 1 space per 250 sf;
- Office (2nd Floor): 1 space per 500 sf;
- Factory Industrial/Warehouse (first 10,000 sf): 1 space per 1,000 sf; and
- Factory Industrial/Warehouse (every additional 10,000 sf): 1 space per 2,000 sf.

Table B summarizes the project site parking requirements. As summarized in Table B, the minimum parking requirement using the City's municipal code is 37 parking spaces. The total parking provided on site is 41 parking spaces. Therefore, the proposed project is providing a surplus of 4 parking spaces.

Additionally, the City municipal code requires handicapped parking spaces on site for industrial uses. As per the City's municipal code, 2 handicapped parking spaces are required out of the total available parking spaces if the project site provides a total number of 41 to 80 parking spaces. As

1  
2  
3 illustrated in previously referenced Figure 2, the project site provides 2 handicapped parking spaces  
4 and 3 electric vehicle/clean air vehicle parking spaces out of the 41 parking spaces on site.

### 5 SIGHT DISTANCE ANALYSIS

6 A sight distance analysis was requested by City staff for the ingress/egress project traffic and traffic  
7 along Santa Ana Avenue with respect to the proposed project driveway. Sight distance is the length  
8 of the visible roadway a driver can see approaching vehicles before their line of sight (i.e. length,  
9 width, and height from the driver's eye) is blocked by any object. For purposes of this  
10 memorandum, only the stopping sight distance and corner sight distance have been evaluated.

11 According to the *Caltrans Highway Design Manual (HDM)* (dated July 2020), the stopping sight  
12 distance is the minimum sight distance along a roadway required to allow a driver to decrease their  
13 speed from the design speed to a complete stop. The corner sight distance is the minimum sight  
14 distance in which a driver at a stop controlled approach can see oncoming traffic on the major street  
15 to safely maneuver onto the roadway.

16 The stopping sight distance was evaluated on the major arterial abutting the project, i.e. Santa Ana  
17 Avenue. The posted speed limit on Santa Ana Avenue is 40 miles per hour (mph). For purposes of  
18 this analysis, the posted speed limit has been considered as the design speed. As stated in Table  
19 201.1 of the HDM, the minimum stopping sight distance is 300 feet (ft) for a design speed of 40  
20 mph. However, according to the American Association of State Highway and Transportation Officials  
21 (*AASHTO A Policy on Geometric Design of Highways and Streets* Table 3-1, the minimum stopping  
22 sight distance is 305 feet for a design speed of 40 mph. Therefore, as a conservative approach, the  
23 minimum stopping sight distance for this analysis has been considered as 305 feet. Figure 3  
24 illustrates the stopping sight distance triangles on Santa Ana Avenue. Additionally, based on  
25 recommendations from the AASHTO manual, the height of driver's eye was considered to be  
26 approximately 3.54 feet. The project sight triangle will require to have no sight distance obstructions  
27 due to project landscaping to provide a clear sight distance to project egress traffic. Figure 4  
28 illustrates the proposed project landscaping influencing the stopping sight distance triangles along  
the project frontage. As illustrated in Figure 4, the proposed landscaping along the project frontage  
will not block the sight distance for drivers on Santa Ana Avenue. As such, the project will avoid  
implementing landscaping taller than 3.54 feet that falls within the sight triangle.

As for corner sight distance, Section 405.1 of the HDM states that corner sight distance  
requirements are not applicable for urban driveways unless signalized. Therefore, corner sight  
distance was not evaluated for the project driveway.

As illustrated in Figure 3, to achieve the adequate sight distances and have clear sight triangles for  
the drivers, it is required to remove some of the existing on-street parking spaces along the  
southern side of Santa Ana Avenue. Specifically, on-street parking spaces need to be removed along  
the width of the project driveway and along the entire length of the project frontage on the  
southern side of Santa Ana Avenue. Since the total length of the project frontage on Santa Ana  
Avenue is approximately 300 ft, 12 on-street parking spaces (parking spaces measured for cars at 25  
ft per vehicle) may be required to be removed with the implementation of the project to provide  
adequate stopping sight distance.



#### GENERAL PLAN CIRCULATION ELEMENT CONSISTENCY

According to the City's General Plan (GP) Chapter 4 (adopted December 2010), Santa Ana Avenue is classified as a Secondary Arterial within the project vicinity. Per GP Chapter 4, a Secondary Arterial has a cross section of 88 ft that consists of two 12-ft lanes of travel in each direction with a 8-ft width of permitted parking and 12-ft sidewalks along both sides of the street upon full buildout. The half width cross section is 32 ft from street centerline to the curb. Additionally, Santa Ana Avenue is designated as a bikeway route within the City's Bikeway Master Plan network. Within the project vicinity, Santa Ana Avenue is designated as a Class II Bikeway, which consists of a 4 ft minimum bike lane.

Within the project vicinity, Santa Ana Avenue is currently a two lane roadway with no sidewalks on both sides between Lilac Avenue and Willow Avenue. This segment of Santa Ana Avenue is currently not built out to its ultimate width as identified in the City's General Plan. It should be noted that the existing industrial buildings adjacent on both sides of the proposed project also currently do not have a sidewalk or a bike lane along the respective building frontages. Santa Ana Avenue will have an ultimate right-of-way (ROW) of 88 ft along the project frontage, which may accommodate two lanes of travel in each direction and sidewalks as proposed in the City's Circulation Chapter. Figure 5 illustrates the cross-section of Santa Ana Avenue along the project frontage, which will be developed consistent with the City's General Plan. The project will be developing the 44 ft half width cross section from the street centerline to the project boundary, consistent with the City's General Plan. As such, Santa Ana Avenue will remain a two lane roadway with a sidewalk along the project frontage as the project is built.

Santa Ana Avenue along the project frontage will remain as a two lane roadway until the segment is developed to the ultimate ROW. When built out to the ultimate ROW, it will be up to the City's discretion to modify the roadway segment from a two lane roadway to a four lane roadway. It should also be noted that there is insufficient width to accommodate both on-street parking and a bike lane as outlined in the City's Circulation Chapter and Bikeway Master Plan. As illustrated in Figure 5, upon completion of widening of Santa Ana Avenue, there will be 8 ft remaining between the lanes and the sidewalk. The City will have the discretion to decide whether to assign the remaining 8 ft width on both sides of the street as on-street parking or as a Class II Bikeway as outlined in the City's Bikeway Master Plan network.

If you have any questions, please do not hesitate to contact me at (951) 781-9310 or [Ambarish.Mukherjee@lsa.net](mailto:Ambarish.Mukherjee@lsa.net).

Sincerely,

LSA



Ambarish Mukherjee, AICP, PE  
Principal

Table A - Warehousing Trip Generation

Land Uses	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<b>Warehouse<sup>1</sup></b>	43.00 TSF							
Trips/Unit (Cars)		0.089	0.028	0.117	0.035	0.096	0.131	1.201
Trips/Unit (2-Axle Trucks)		0.001	0.000	0.001	0.000	0.001	0.001	0.011
Trips/Unit (3-Axle Trucks)		0.012	0.003	0.015	0.004	0.012	0.016	0.151
Trips/Unit (4+ Axle Trucks)		0.028	0.009	0.037	0.011	0.031	0.042	0.377
Trips/Unit (Total)		0.130	0.040	0.170	0.050	0.140	0.190	1.740
Trip Generation (Cars)		4	1	5	2	4	6	52
Trip Generation (2-Axle Trucks)		0	0	0	0	0	0	0
Trip Generation (3-Axle Trucks)		1	0	1	0	1	1	6
Trip Generation (4+ Axle Trucks)		1	1	2	0	2	2	16
Trip Generation (Total)		6	2	8	2	7	9	74
Trip Generation (Cars)		4	1	5	2	4	6	52
PCE Trip Generation (2-Axle Trucks)		0	0	0	0	0	0	0
PCE Trip Generation (3-Axle Trucks)		2	0	2	0	2	2	12
PCE Trip Generation (4+ Axle Trucks)		3	3	6	0	6	6	48
PCE Trip Generation (Total)		9	4	13	2	12	14	112

Notes:

TSF = thousand square-feet

<sup>1</sup> The trip generation was developed based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) rates for Land Use 150 – "Warehousing." The resulting trips were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the City of Rialto's Traffic Impact Analysis Report Guidelines and Requirements, dated February 2014, the truck mix was considered as 2% 2-axle trucks, 28% 3-axle trucks, and 70% 4-and-more axle trucks. Based on the City's TIA guidelines, all truck trips were converted to passenger car equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4-and-more axle trucks.