

City of Rialto

Regular Meeting - Final Planning Commission

Wednesday, October 13, 2021

6:00 PM

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

Public Participation Procedure

NOTICE IS GIVEN THAT THE CITY COUNCIL OF THE CITY OF RIALTO HAS DECLARED A LOCAL EMERGENCY RELATED TO COVID-19, AND IN COMPLIANCE WITH SOCIAL DISTANCING PROTOCOLS REQUIRED BY GOVERNOR NEWSOM'S EXECUTIVE ORDER N-29-20 AND THE STATE DEPARTMENT OF PUBLIC HEALTH, THE COUNCIL CHAMBERS WILL BE OPEN TO THE PUBLIC WITH LIMITED SEATING INSIDE. THE PUBLIC WILL HAVE AN OPPORTUNITY TO SPEAK ON ANY ITEM USING THE PODIUM INSIDE THE COUNCIL CHAMBERS.

IF YOU ARE UNABLE TO ATTEND THE MEETING, YOU MAY SUBMIT COMMENTS ON ANY AGENDA ITEM AT LEAST TWO (2) HOURS BEFORE THE MEETING TIME, AS FOLLOWS:

- IN WRITING VIA MAIL TO: CITY OF RIALTO "ATTN: PLANNING COMMISSION, C/O COMMUNITY DEVELOPMENT," 150 S PALM AVE, RIALTO, CA 92376; OR
- BY EMAIL TO PLANNING@RIALTOCA.GOV.

Call To Order

Pledge of Allegiance

Roll Call

Chair Frank Gonzalez, Vice-Chair Jerry Gutierrez, Artist Gilbert, Al Twine, BarBara Chavez, Dale Estvander, John Peukert

Oral Communications from the Audience on items not on the Agenda

Planning Commission Minutes

PC-21-0724

Minutes from the August 11, 2021 Planning Commission meeting.

Attachments: PC Minutes 8-11-2021.docx

PC-21-0729

Minutes from the August 25, 2021 Planning Commission meeting.

Attachments: PC Minutes 8-25-2021.docx

Public Hearings

PC-21-0717

<u>Tentative Tract Map No. 2021-0002</u>: A request to allow the subdivision of approximately 4.74 acres of land (APNs: 0131-111-05, -07, -75 & -76) into thirty (30) single-family lots and six (6) lettered lots for private streets, common open space, landscaping, and stormwater retention. The project site is located on the east side of Sycamore Avenue approximately 630 feet north of Randall Avenue within the Multi-Family Residential (R-3) zone.

Attachments: Exhibit A - Location Map

Exhibit B - Tentative Tract Map

Exhibit C - Draft Resolution for TTM No. 2021-0002

Page 2 Printed on 10/8/2021

PC-21-0728

Conditional Development Permit No. 2021-0028: A request to allow the operation of drive-thru service in conjunction with a 950 square foot coffee shop to be located at 127 West Valley Boulevard (APNs: 0132-131-08, -09 & -18) within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan. This project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 (In-Fill Development Projects) of the State CEQA Guidelines (Environmental Assessment Review No. 2021-0030).

<u>Conditional Development Permit No. 2021-0027:</u> A request to allow the operation of a 5,137 square foot automated carwash to be located at 127 West Valley Boulevard (APNs: 0132-131-08, -09 & -18) within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan. This project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 (In-Fill Development Projects) of the State CEQA Guidelines (Environmental Assessment Review No. 2021-0030).

<u>Precise Plan of Design No. 2021-0029:</u> A request to develop a 950 square foot coffee shop with drive-thru service and a 5,137 square foot automated carwash facility with associated paving, landscaping, lighting, fencing, and drainage improvements located on the former Hometown Buffet site at 127 West Valley Boulevard (APNs: 0132-131-08, -09 & -18) within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan. This project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 (In-Fill Development Projects) of the State CEQA Guidelines (Environmental Assessment Review No. 2021-0030).

The above entitlements, together, are collectively referred to as "project" or "Project".

Attachments: Exhibit A - Location Map

Exhibit B - Site Plan

Exhibit C - Drive-thru Floor Plan

Exhibit D - Carwash Floor Plan

Exhibit E - Drive-thru Elevation

Exhibit F - Carwash Elevation

Exhibit G - Conceptual Landscape Plan

Exhibit H - TIA 9-10-21

Exhibit I - CDP 2021-0028 - Draft Resolution

Exhibit J - CDP 2021-0027 - Draft Resolution

Exhibit K - PPD 2021-0029 - Draft Resolution

PC-21-0736

Conditional Development Permit No. 2021-0009: A request to allow the development and operation of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan. An Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared.

<u>Conditional Development Permit No. 2021-0010:</u> A request to allow the development and operation of a truck fuel station consisting of nine (9) fuel dispensers and a 3,544 square foot overhead canopy on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan. An Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared.

<u>Conditional Development Permit No. 2021-0011:</u> A request to allow the establishment of a 12,297 square foot convenience market/travel center within a proposed 14,697 square foot commercial building on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan. An Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for consideration in conjunction with the project.

Conditional Development Permit No. 2021-0012: A request to allow the establishment of a 2,400 square foot restaurant with drive-thru service within a proposed 14,697 square foot commercial building on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan. An Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for consideration in conjunction with the project.

<u>Conditional Development Permit No. 2021-0013:</u> A request to allow the development and operation of a 6,375 square foot truck service shop building on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan.

Page 4 Printed on 10/8/2021

An Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for consideration in conjunction with the project.

Conditional Development Permit No. 2021-0014: A request to allow the sale of beer and wine for off-site consumption from a proposed 12,297 square foot convenience market/travel center on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the An Addendum to the previously certified Renaissance Specific Plan. Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for consideration in conjunction with the project.

Precise Plan of Design No. 2021-0013: A request to allow the development of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy, a truck fuel station consisting of nine (9) fuel dispensers and a 3,544 square foot overhead canopy, a 14,697 square foot commercial building with drive-thru service, a 6,375 square foot truck service shop building, and associated fuel tanks, fencing, landscaping, paving, screen walls, lighting, and drainage improvements on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan. An Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for consideration in conjunction with the project.

Together, the above shall hereinafter be referred to as "Project" or "project".

Page 5 Printed on 10/8/2021

Attachments: Exhibit A - Location Map

Exhibit B - Site Plan

Exhibit C - Commercial Building Floor Plan

Exhibit D - Truck Service Shop Building Floor Plan

Exhibit E - Commercial Building Elevations

Exhibit F - Passenger Vehicle Fuel Canopy Elevations

Exhibit G - Truck Fuel Canopy

Exhibit H - Truck Service Shop Building Elevations

Exhibit I - Conceptual Landscape Plan

Exhibit J - Crime Prevention Plan

Exhibit K - Traffic Impact Study

Exhibit L - Addendum to the RSP EIR

Exhibit M - Draft Resolution for EAR No. 2021-0016

Exhibit N - Draft Resolution for CDP No. 2021-0009

Exhibit O - Draft Resolution for CDP No. 2021-0010

Exhibit P - Draft Resolution for CDP No. 2021-0011

Exhibit Q - Draft Resolution for CDP No. 2021-0012

Exhibit R - Draft Resolution for CDP No. 2021-0013

Exhibit S - Draft Resolution for CDP No. 2021-0014

Exhibit T - Draft Resolution for PPD No. 2021-0013

Planning Division Comments

PC-21-0733

Planning Commission - Miscellaneous Items Tracking Report

Attachments: PC Misc. Items Tracking Report - 10-13-2021

Commissioner Reports

Adjournment

Page 6 Printed on 10/8/2021



City of Rialto

Legislation Text

File #: PC-21-0724, Version: 1, Agenda #:

Minutes from the August 11, 2021 Planning Commission meeting.



CITY OF RIALTO

THE REGULAR MEETING MINUTES OF PLANNING COMMISSION

August 11, 2021 - 6:00 p.m.

The Regular meeting of the Planning Commission of the City of Rialto was held in the City of Rialto City Council Chambers located at 150 South Palm Avenue, Rialto, California 92376, on Wednesday, August 11, 2021.

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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 Frank Gonzalez called the meeting to order at 6:01 p.m.

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PLEDGE OF ALLEGIANCE Vice Chair Jerry Gutierrez led the pledge of allegiance.

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ROLL CALL

Roll Call was taken by Senior Planner Daniel Casey.

Present:

Chair Frank Gonzalez
Vice-Chair Jerry Gutierrez
Commissioner John Peukert
Commissioner Dale Estvander
Commissioner Al Twine
Commissioner BarBara Chavez
Commissioner Artist Gilbert

Absent:

Staff Present:

City Attorney, Leila Moshref-Danesh Senior Planner, Daniel Casey Senior Planner, Dionne Harris Senior Planner, Siri Champion Associate Planner, Daniel Rosas Building and Safety Manager, Brad Fliehmann Administrative Assistant, Adrianna Martinez

ORAL COMMUNICATION

Chair Frank Gonzalez asked if there were any oral communications from the public not on the agenda. Adrianna Martinez stated there were none.

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PLANNING COMMISSION MEETING MINUTES

Chair Gonzalez announced that the next item on the agenda is Planning Commission Meeting Minutes.

There were no meeting minutes for approval.

PUBLIC HEARINGS

Chair Gonzalez stated the next item on the agenda is the Conditional Development Permit No. 2021-0004.

Senior Planner Dionne Harris presented a request to allow an expansion of an existing tattoo parlor into an existing 700 square foot commercial space for a total of 1,400 square feet located at 212 S. Riverside Avenue.

The Conditions of Approval require "No Loitering" and "18 years or older" signage, as well as limiting hours of operation from 11am to 9pm, Monday through Sunday. The safety conditions and measures are endorsed by the Rialto Police Department.

Commissioner Al Twine asked how tattoo parlors are there, and Senior Planner Dionne Harris responded there are four, however, the one before the Commission is in existence.

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Chair Gonzalez opened the Public Hearing.

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Motion by Commissioner John Peukert to close the Public Hearing, second by Commissioner Al Twine. All in favor, *motion carried* 7-0-0.

Motion by Vice Chair Jerry Gutierrez, second by Commissioner Artist Gilbert to approve Conditional Development Permit No. 2021-0004. All in favor, *motion carried* 7-0-0.

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Chair Gonzalez stated the next item on the agenda is the Conditional Development Permit No. 2020-0024, Precise Plan of Design No. 2020-0048, and Environmental Assessment Review No. 2020-0047.

Associate Planner Daniel Rosas presented a request to allow the development and operation of a 4,070 square foot automated carwash facility with associated paving, landscaping, lighting, fencing, and drainage improvements on 0.71 acres of land located on the south side of Foothill Boulevard and east of Sycamore Avenue.

The Commission asked what was there previously and stated they are concerned with over saturation of car washes in the city and requested information for a future meeting on the amount of car washes in the city. Daniel Rosas stated the two parcels have been vacant for years.

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Chair Gonzalez opened the Public Hearing.

Deepa, Applicant

The applicant addressed the Planning Commission and stated she and her husband not only want to provide a service to the city, but they also want to hire residents. The Commission asked if there will be any issues with other car washes, and the applicant advised the nearest one is not near their location.

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Motion by Commissioner John Peukert to close the Public Hearing, second by Commissioner Dale Estvander. All in favor, *motion carried* 7-0-0.

Motion by Vice Chair Jerry Gutierrez, second by Commissioner Dale Estvander to approve Conditional Development Permit No. 2020-0024, Precise Plan of Design No. 2020-0048, and Environmental Assessment Review No. 2020-0047. All in favor, *motion carried* 7-0-0.

ACTION ITEM

Chair Gonzalez stated the next item on the agenda is the Conditional Development Permit No. 2020-0020, Precise Plan of Design No. 2020-0029, and Environmental Assessment Review No. 2020-0024.

Senior Planner Daniel Casey presented a Resolution of Denial for a request to allow the design, development, operation and associated paving, landscaping, fencing, lighting and drainage improvements of a 47,609 square foot truck terminal and distribution center.

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Motion by Vice Chair Jerry Gutierrez, second by Commissioner BarBara Chavez to deny Conditional Development Permit No. 2020-0020, Precise Plan of Design No. 2020-0029, and Environmental Assessment Review No. 2020-0024. All in favor, *motion carried* 4-2-1.

PLANNING DIVISION COMMENTS

Chair Gonzalez stated that the next item on the agenda is Planning Division Comments

3 of 4

Senior Planner Daniel Casey announced the next Planning Commission meeting scheduled for August 25, 2021, and Public Works will have a presentation.

PLANNING COMMISSION COMMENTS

Daniel Casey advised he is currently waiting to hear back from the Interim Public Works Director regarding an update on Slover Avenue.

Daniel Casey introduced the new Building and Safety Manager Brad Fliehmann to the Commission.

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Chair Gonzalez stated that the next item on the agenda is Planning Commission Comments.

Vice Chair Jerry Gutierrez requested staff to inquire with the City of Fontana for information regarding the opening of Casa Grande Avenue.

Commissioner Artist Gilbert asked staff to investigate a restaurant located on a private resident off Cactus Avenue and Easton Street. Daniel Casey advised he will reach out to Code Compliance but expressed the property may be in a county island.

ADJOURNMENT

Chair Frank Gonzalez asked about the Student Commissioner and Daniel Casey stated he is not sure if the program still exists but will contact the City Clerk's office.

The Commission requested staff to create a table to track and provide updates on the projects, requested information, et cetera they request of staff.

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Motion by Commissioner Dale Estvander, second by Commissioner Al Twine to adjourn the meeting. All were in favor, *motion carried* 7-0-0.

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The Regular Planning Commission meeting on Wednesday, August 11, 2021, adjourned at 6:40 p.m.

Minutes prepared by Adrianna Martinez, Administrative Assistant

Frank Gonzalez, Chair Planning Commission



City of Rialto

Legislation Text

File #: PC-21-0729, Version: 1, Agenda #:

Minutes from the August 25, 2021 Planning Commission meeting.



CITY OF RIALTO

THE REGULAR MEETING MINUTES OF PLANNING COMMISSION

August 25, 2021 - 6:00 p.m.

The Regular meeting of the Planning Commission of the City of Rialto was held in the City of Rialto City Council Chambers located at 150 South Palm Avenue, Rialto, California 92376, on Wednesday, August 25, 2021.

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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 Frank Gonzalez called the meeting to order at 6:00 p.m.

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PLEDGE OF ALLEGIANCE Commissioner Dale Estvander led the pledge of allegiance.

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ROLL CALL

Roll Call was taken by Senior Planner Daniel Casey.

Present:

Chair Frank Gonzalez
Vice-Chair Jerry Gutierrez
Commissioner John Peukert
Commissioner Dale Estvander
Commissioner Al Twine
Commissioner BarBara Chavez
Commissioner Artist Gilbert

Absent:

Staff Present:

City Attorney, Leila Moshref-Danesh Senior Planner, Daniel Casey Interim Public Works Director, Michael Tahan Administrative Assistant. Adrianna Martinez

ORAL COMMUNICATION

Chair Frank Gonzalez asked if there were any oral communications from the public not on the agenda. Adrianna Martinez stated there were none.

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PLANNING COMMISSION MEETING MINUTES

Chair Gonzalez announced that the next item on the agenda is Planning Commission Meeting Minutes.

Motion by Commissioner Dale Estvander, second by Commissioner Al Twine to move to approve the June 30, 2021, Planning Commission Meeting Minutes. All in favor, *motion carried* 7-0-0.

PRESENTATION

Chair Gonzalez stated the next item on the agenda is the City of Rialto 2021 Climate Adaptation Plan.

Interim Public Works Director Michael Tahan introduced Henry with Dudek to present the 2021 Climate Adaptation Plan.

The purpose of the Climate Adaptation Plan is to lay the groundwork to prepare the City of Rialto for the expected impacts of climate change as required by State Law. This Plan builds on the City's existing General Plan Safety Element and Local Hazard Mitigation Plan to evaluate Rialto's vulnerabilities and capabilities and propose policy around four climate related hazards: air pollution, extreme heat, wildfire and flooding.

The Four Phases of Hazard Planning include mitigation, preparedness, response, and recovery.

There are three goals for Mitigation that include creating safe and comfortable street to walk and bike through, a community with clean air through low-emission public vehicles, truck routes, and diverse urban forest, and an environment resistant to extreme heat and climate hazards through hydration stations, cool buildings, and flood and fireproof infrastructure. The goal for Preparedness is to prepare the community for disaster by means of informing and assisting at-risk community members and retrofitting community centers. The Response goal is to design emergency response to serve a range of community members by establishing Emergency Operations Center and identifying special needs community members. Lastly, for the Recovery phase, the goal is for a community to build stronger though means of Fire-Resistant Codes, Landscape Standards, as well as Flood Plain Standards.

The Commission asked if the Climate Adaptation Plan is required by the State

2 of 4

and if so, is there funding available to meet the requirements set forth. The Commission voiced their concern with the State imposing the Plan but not providing any means to meet the requirements. City Attorney Leila Moshref-Danesh advised it is an unfunded mandate. Dudek representative Henry expressed by adopting the Plan, the City will be complying and eligible to receive grant funding.

The Commission questioned how often the Plan will be updated and Interim Public Works Director Michael Tahan stated a condition to add an update can be added to the recommendation.

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Motion by Commissioner Dale Estvander, second by Commissioner BarBara Chavez to adopt a resolution recommending the City Council adopt the City of Rialto 2021 Climate Adaptation Plan with amendments adding a condition to update the Plan every five years. All in favor, *motion carried* 5-2-0.

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PLANNING DIVISION COMMENTS

Chair Gonzalez stated that the next item on the agenda is Planning Division Comments

Senior Planner Daniel Casey announced the next Planning Commission meeting scheduled for September 8, 2021.

Michael Tahan introduced the new City Engineer David Hammer to the Commission.

Daniel Casey provided updates and/or status on projects the Commission requested additional information on. He reached out to the City of Colton regarding a possible extension of Slover Avenue, and they advised anything that area is Delhi Sand Fly habitat and is protected. The Casa Grande Avenue extension will open in early 2022 and the cones will be removed or adjusted. The restaurant at a residence off Cactus Avenue and Easton Street is within county's jurisdiction and Daniel Casey reached out to their Code Enforcement Division. As for the student commissioner, all commission appointments are on hold.

Commissioner Artist Gilbert requested staff to investigate Frisbie Park as there is a lot of illegal activity taking place and is concerned the cameras that were a condition have not been installed. Daniel Casey advised he will reach out to Community Services and to the Police Department.

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PLANNING COMMISSION COMMENTS	Chair Gonzalez stated that the next item on the agenda is Planning Commission Comments.
	No Planning Commission comments.
<u>ADJOURNMENT</u>	o0o Motion by Commissioner Dale Estvander, second by Commissioner Artist Gilbert to adjourn the meeting. All were in favor, <i>motion carried 7-0-0</i> .
	o0o The Regular Planning Commission meeting on Wednesday, August 25, 2021, adjourned at 7:10 p.m.

Minutes prepared by Adrianna Martinez, Administrative Assistant

Frank Gonzalez, Chair Planning Commission



City of Rialto

Legislation Text

File #: PC-21-0717, Version: 1, Agenda #:

For the Planning Commission Meeting of October 13, 2021

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Daniel Casey, Acting Community Development Manager

FROM: Dionne Harris, Senior Planner

<u>Tentative Tract Map No. 2021-0002</u>: A request to allow the subdivision of approximately 4.74 acres of land (APNs: 0131-111-05, -07, -75 & -76) into thirty (30) single-family lots and six (6) lettered lots for private streets, common open space, landscaping, and stormwater retention. The project site is located on the east side of Sycamore Avenue approximately 630 feet north of Randall Avenue within the Multi-Family Residential (R-3) zone.

APPLICANT:

Richmond American Homes, 5171 California Avenue, #120, Irvine, CA 92617.

LOCATION:

The project site consists of four (4) parcels of land located east of Sycamore Avenue approximately 630 feet north of Randall Avenue (APNs: 0131-111-05, -07, -75, & -76) (Refer to the attached Location Map (**Exhibit A**)).

BACKGROUND:

Surrounding General Plan Land Use Designations

Location	General Plan Designation
Site	Residential 12 (6.1 - 12.0 du/acre)
North	Residential 6 (2.1 - 6 du/acre)
East	Residential 2 with Animal Overlay (0 - 2 du/acre)
South	Residential 6 (2.1 - 6 du/acre)
West	Residential 6 (2.1 - 6 du/acre)

Surrounding Zoning Designations

Location	Zoning
Site	Multi-Family Residential (R-3)

File #: PC-21-0717, Version: 1, Agenda #:

	Single Family Residential (R-1C) / Planned Residential Development-Detached (PRD-D)
East	Agricultural (A-1)
South	Single Family Residential (R-1C)
West	Single Family Residential (R-1C)

Site Characteristics

The project site is a relatively flat, asymmetrical-shaped piece of land comprised of four (4) parcels. The parcels as a whole are approximately 4.74 gross-acres in size with approximate dimensions of 730 feet (east to west) by 330 feet (north to south). The entire project site is vacant and covered by natural grasses and shrubs. The zoning of the project site is the Multi-Family Residential (R-3) zone.

Surrounding Area

The project site is bound by an existing segment of Sycamore Avenue to the west. To the north of the site is a private single-family residential neighborhood build in 1988, and to the east are several single-family residences that each sit on 1.0 acre lots. To the south is a single-family residential subdivision built in 1971, and to the west across Sycamore Avenue, is another single-family residential subdivision built in the 1950's.

Previous Entitlements

On February 12, 2019, the City Council approved General Plan Amendment No. 2018-0002, changing the land use designation of the project site from Residential 6 to Residential 12, Zone Change No. 2017-0004, changing the zoning designation of the project site from Single-Family Residential (R-1C) to Multi-Family Residential (R-3), and Tentative Tract Map No. 2017-0006, which allowed the subdivision of the project site into thirty-two (32) single-family lots and one common lot to facilitate the development of a proposed private residential neighborhood to be comprised of thirty-two (32) detached single-family residences, privates streets, and common open space.

ANALYSIS/DISCUSSION:

Tentative Tract Map No. 2021-0002

Richmond American Homes, the applicant, acquired the project and filed Tentative Tract Map No. 2021-0002 to facilitate alterations to the design of the previously approved tentative tract map. As shown on the proposed tentative map (**Exhibit B**), the new subdivision design proposes thirty (30) single-family lots and six (6) lettered lots for private streets, common open space, landscaping, and stormwater retention. Lot sizes for the new single-family lots range from approximately 3,478 square feet to 4,348 square feet, with an average lot size of 3,636 square feet. The lots have depths between 77.18 feet and 83.54 feet with an average depth of 79.5 feet, and widths between 45 feet and 55 feet with an average width of 47 feet. The sizes dimensions of all proposed lots comply with the minimum lot requirements of the Multi-Family Residential (R-3) zone.

The changes from the previously approved tentative tract map include removing two (2) single-family lots on the west end of the project site and replacing them with a new lettered lot for an aboveground stormwater retention basin, minor lot line adjustments to increase the depths of the lots along the east-west streets, and the incorporation of new lettered lots at the ends of all corner lots to facilitate additional landscaping.

File #: PC-21-0717, Version: 1, Agenda #:

The total common open space area proposed under the new tentative tract map is 14,810 square feet, which exceeds the minimum requirement of 12,000 square feet. Fifteen (15) dedicated parking spaces will accommodate guests of the residents, and additionally the interior private streets are wide enough to accommodate street side parking throughout the entire site. The new neighborhood will also include a five (5) foot wide sidewalk system throughout the neighborhood, recreational amenities, access gates, and a six-foot high masonry block perimeter wall. Lastly, a Homeowner's Association will maintain the common open space and all other private common areas during the life of the development.

The neighborhood will continue to have one (1) access point, which is a driveway connected to Sycamore Avenue on the north end of the frontage. This driveway will allow full access movements in and out of the neighborhood. The new driveway will feature a landscaped median, decorative paving, and neighborhood identification signage. Internally, the full access driveway will connect to a thirty-six (36) foot-wide private street system that will provide access throughout the project site to each of the lots. The street system includes three (3) street stubs that will terminate at the property lines of the parcels adjacent to the northwest and east of the project site. These street stubs will allow for an extension/connection to a potential development in the future.

GENERAL PLAN CONSISTENCY:

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

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

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

ENVIRONMENTAL IMPACT:

California Environmental Quality Act

On February 12, 2019, the City Council adopted a Mitigated Negative Declaration (Environmental Assessment Review No. 2017-0066) for the previously proposed thirty-two (32) lot project, in accordance with the requirements of the California Environmental Quality Act (CEQA). The proposed changes, specifically the reduction in number of dwelling units proposed, will serve to reduce the previously determined less than significant impacts even further. No further environmental review is required.

PUBLIC NOTICE:

The City published a public hearing notice for proposed project in the *San Bernardino Sun* newspaper, posted copies of the public hearing notice outside the Council Chambers, City Clerk's Office, and the project site, and mailed public hearing notices to all property owners within 300 feet of the project site, as required by State law

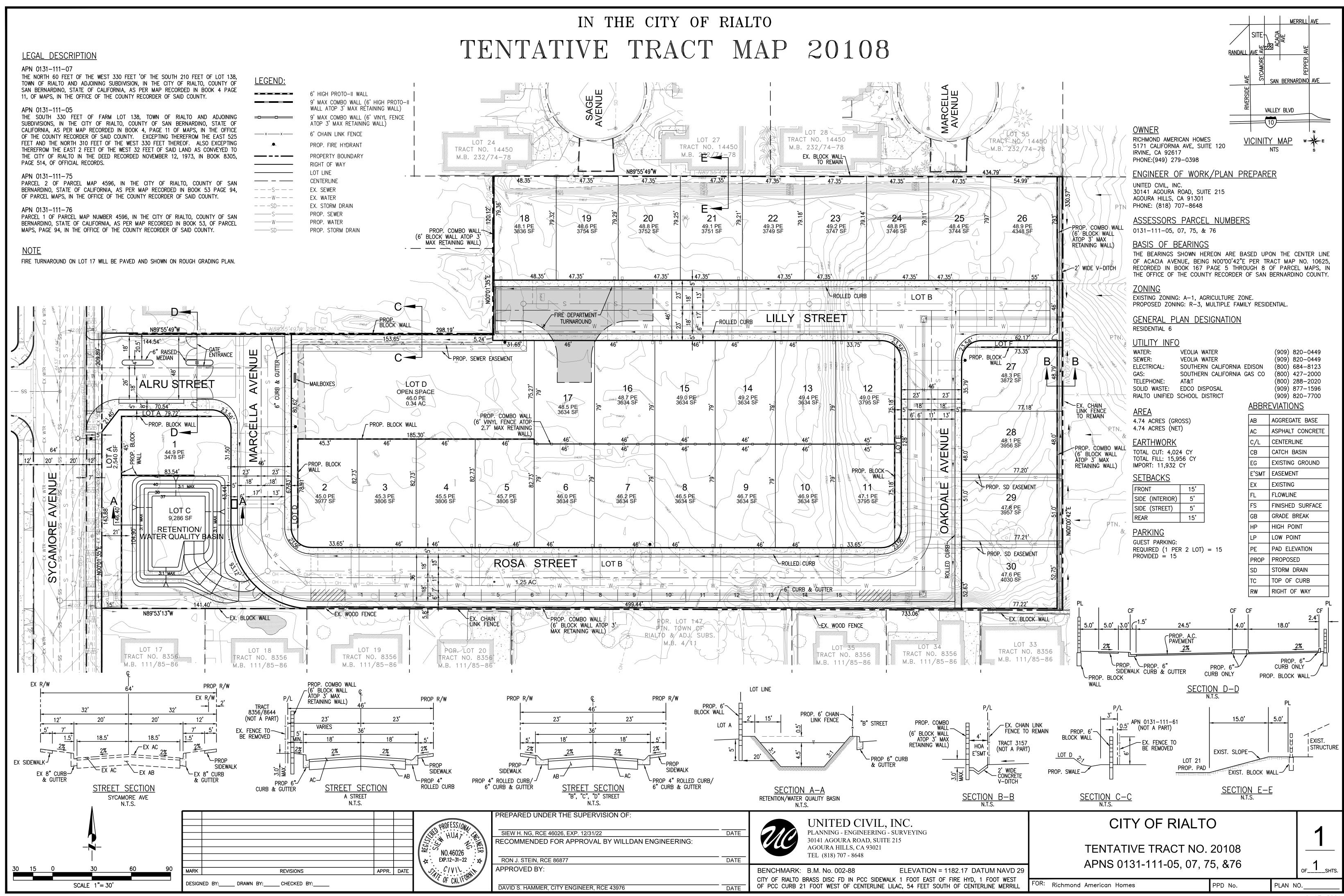
RECOMMENDATION:

The Planning Division recommends that the Planning Commission:

File #: PC-21-0717, Version: 1, Agenda #:

• Adopt the attached Resolution (**Exhibit C**) to approve Tentative Tract Map No. 2021-0002 allowing the subdivision of approximately 4.74 acres of land (APNs: 0131-111-05, -07, -75 & -76) into thirty (30) single-family lots and six (6) lettered lots for private streets, common open space, landscaping and stormwater retention, subject to the findings and conditions therein.





RESOLUTION NO. <u>2021-XX</u>

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA, APPROVING TENTATIVE TRACT MAP NO. 2021-0002 TO ALLOW THE SUBDIVISION OF 4.74 ACRES OF LAND (APNS: 0131-111-05, -07, -75 & -76) LOCATED ON THE EAST SIDE OF SYCAMORE AVENUE APPROXIMATELY 630 FEET NORTH OF RANDALL AVENUE WITHIN THE MULTI-FAMILY RESIDENTIAL (R-3) ZONE INTO THIRTY (30) SINGLE-FAMILY LOTS AND SIX (6) LETTERED LOTS FOR PRIVATE STREETS, COMMON OPEN SPACE, LANDSCAPING, STORMWATER RETENTION.

WHEREAS, the applicant, Richmond American Homes, Inc., proposes to subdivide 4.74 acres of land (APNs: 0131-111-05, -07, -75 & -76) located on the east side of Sycamore Avenue approximately 630 feet north of Randall Avenue ("Site"), into thirty (30) single-family lots and six (6) lettered lots for private streets, common open space, landscaping, and stormwater retention ("Project"); and

WHEREAS, the Project will create thirty (30) single-family lots in accordance with the development standards of the R-3 zone and six (6) lettered lots in accordance with the development standards of the R-3 zone; and

WHEREAS, on February 12, 2019, the City Council approved General Plan Amendment No. 2018-0002, changing the land use designation of 4.74 acres of land (APNs: 0131-111-05, -07, -75 & -76) located on the east side of Sycamore Avenue approximately 630 feet north of Randall Avenue ("Site") from Residential 6 to Residential 12, Zone Change No. 2017-0004, changing the zoning designation of the Site from Single-Family Residential (R-1C) to Multi-Family Residential (R-3), and Tentative Tract Map No. 2017-0006, which allowed the subdivision of the Site into thirty-two (32) single-family lots and one (1) common lot; and

WHEREAS, General Plan Amendment No. 2018-0002, Zone Change No. 2017-0004, and Tentative Tract Map No. 2017-0006 were associated with a previous proposal to develop a private residential neighborhood to be comprised of thirty-two (32) detached single-family residences, private streets, and common open space on the Site; and

WHEREAS, the applicant, Richmond American Homes, Inc. acquired or is in contract to acquire the Site and proposes to alter the design of the previously approved tentative tract map; and

WHEREAS, the applicant proposes to subdivide the Site into thirty (30) single-family lots and six (6) lettered lots for private streets, common open space, landscaping, and stormwater retention ("Project"); and

WHEREAS, the changes from the previously approved tentative tract map include removing two (2) single-family lots on the west end of the Site and replacing them with a new lettered lot for an aboveground stormwater retention basin, minor lot line adjustments to increase the depths of the lots along the east-west streets, and the incorporation of new lettered lots at the ends of all corner lots to facilitate additional landscaping; and

WHEREAS, the Project will create thirty (30) single-family lots in accordance with the development standards of the R-3 zone and six (6) lettered lots in accordance with the development standards of the R-3 zone; and

WHEREAS, the Project within the R-3 zone requires the approval of a tentative tract map, and the applicant has agreed to apply for a Tentative Tract Map No. 2021-0002, also referred to as Tentative Tract Map No. 20108, ("TTM No. 20108"), in accordance with the Subdivision Map Act (Government Code § 66410 et seq.); and

WHEREAS, on October 13, 2021, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on TTM No. 20108, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed TTM No. 20108, and closed the public hearing; and

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

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

<u>SECTION 1</u>. 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.

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SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to TTM No. 20108, including written staff reports, verbal testimony, project plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that TTM No. 20108 satisfies the requirements of the Section 17.16.070 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a tentative map. The findings are as follows:

1. That the proposed tentative tract map is consistent with the General Plan of the City of Rialto and the Multi-Family Residential (R-3) zone, as applicable; and

This finding is supported by the following facts:

The allowable density range within the Residential 12 designation and the R-3 zone is between 6.1 to 12.0 dwelling units per acre. The proposed density of the Site, as a result of the Project, is 6.31 dwelling units per acre, which is consistent with the Residential 12 land use designation and the R-3 zoning designation.

Furthermore, the R-3 zone requires a minimum gross site area of 1.0 acre. The area of the Site is 4.75 acres, which exceeds the minimum required. No minimum individual lot sizes are specified within the development standards of the R-3 zone. As it pertains to the tentative tract map, the proposed subdivision of the Site is consistent with the R-3 zone and the Residential 12 land use designation.

2. That the design and improvements of the proposed tentative tract map are consistent with the Subdivision Ordinance, the General Plan of the City of Rialto, and the Multi-Family Residential (R-3) zone; and

This finding is supported by the following facts:

The Project will comply with all of the technical standards required by the Subdivision Map Act. The project is consistent with the Site's Residential 12 land use designation and R-3 zoning designation, as all the development standards for the R-3 zone and the density requirements of the Residential 12 are satisfied within the Project. The Project meets the required density of 6.1 to 12.0 units per acre, by the proposed a density being 6.31 dwelling per acre. The Project is consistent with the R-3 zone with the minimum lot area of two thousand.

An existing segment of Sycamore Avenue will provide the primary access to the Project. The entryway from Sycamore Avenue will be gated, provide a landscaped median, decorative paving, and signage. Access within the Project will be provided by a new private street system throughout the inside of the project site.

3. That the site is physically suitable for the type of proposed development; and

This finding is supported by the following facts:

The Site is a relatively flat, rectangular, expansive in size, and development of the land should be easily accommodated. The applicant will be required to submit a geotechnical/soils report to the Public Works Department for review and approval prior to issuance of any building permits.

4. That the site is physically suitable for the proposed density of the development; and

This finding is supported by the following facts:

The Site is 4.74 acres in size. The maximum density allowed on the Site will be 12.0 dwelling units per acre. The acreage of the Site is suitable to accommodate the proposed density of 6.31 dwelling units per acre.

5. That the design of the land division is not likely to cause substantial environmental damage or substantially injure fish, wildlife, or their habitat; and

This finding is supported by the following facts:

According to Section 4.4.2 of the General Plan Environmental Impact Report, the Site is designated as a habitat for the endangered Delhi Sands Flower-Loving Fly (DSF). However, the applicant hired Powell Environmental Consultants to conduct surveys of the Site in 2017, 2018, 2019, and 2020 to determine if the DSF was present on the Site. Each survey determined that the DSF was not present on the Site. The applicant received confirmation from the United States Fish & Wildlife Services that commencement of ground disturbance activities on the Site were permitted up until July 1, 2021, at which time a survey for 2021 would need to be conducted. However, the applicant obtained a Rough Grading Permit from the City of Rialto Public Works department in June 2021 and the Site has since been rough graded thereby rendering the Site no longer suitable for DSF. Additionally, the initial study prepared for the previous proposal on the Site determined that the Site did not contain suitable habitat for any other known threatened or endangered species, including the Burrowing Owl and the San Bernardino Kangaroo Rat.

6. That the design of the land division is not likely to cause serious public health problems; and

This finding is supported by the following facts:

The Site is bound on the west side by Sycamore Avenue and approximately 630 feet south by Randall Avenue. To the east of the project site are several rural single-family residences. The project site is surrounded by single-family residential subdivisions located to the west, north and south. The zoning of the project site is the Multi-Family Residential (R-3) zone, the property is zoned Single-Family Residential (R-1C) to the west, south and the two houses on the northwest side of the project site. The properties to the north are

Planned Residential Development (PRD-A) and the properties to the east are Agricultural (A-1). The proposed detached single-family development pertaining to the land division is consistent with all nearby land uses. Construction impacts will be limited through the strict enforcement of the allowable construction hours listed in Section 9.50.070 of the Rialto Municipal Code, as well as enforcement of regular watering of the Site to limit airborne dust and other particulate matter. Operationally, generally speaking, detached single-family dwellings have little to no impact on the environment and on surrounding properties, specifically with respect to air quality, noise, and traffic. The Project is not likely to cause any public health problems.

7. That the design of the land division or proposed improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed land division.

This finding is supported by the following facts:

Four (4) easements exist on or in relation to the Site. Two (2) easements are in relation to land dedicated to the City of Rialto for drainage and present or future unrestricted flow and discharge of surface water. Both of these easements will remain unaffected by the Project. The third easement is in favor of the Semi-Tropic Land and Water Company and dates back to December 24, 1890. The fourth is set for The Burlington Northern & Santa Fe Railway Company recorded on November 10, 1997. The proposed subdivision will not conflict with any of the easement on the property.

SECTION 3. On February 12, 2019, the City Council adopted a Mitigated Negative Declaration (Environmental Assessment Review No. 2017-0066) for the previously proposed thirty-two (32) lot development on the Site, in accordance with the requirements of the California Environmental Quality Act (CEQA). The Initial Study prepared for Environmental Assessment Review No. 2017-0066 analyzed the development and use of thirty-two (32) detached single-family residences on thirty-two (32) single-family lots. The Project proposes reducing the number of single-family lots and detached single-family residences to thirty (30), which will serve to reduce the previously determined less than significant impacts even further. No further environmental review is required for the Project.

<u>SECTION 4.</u> TTM No. 20108 is granted to Richmond American Homes, Inc. in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. TTM No. 20108 is approved allowing the subdivision of 4.74 acres of land (APNs: 0131-111-05, -07, -75 & -76) located on the east side of Sycamore Avenue approximately 630

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feet of Randall Avenue into thirty (30) detached single-family lots, six (6) lettered lots for private streets, common open space, landscaping, and stormwater retention as shown on the tentative map submitted to the Planning Division on September 24, 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. Prior to the issuance of building or grading permits for the proposed development, a Precise Plan of Design shall be approved by the Community Development Department.
- 3. 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.
- 2. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the Project (collectively, the "Entitlements"), whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. This condition to indemnify, protect, defend, and hold the City harmless shall include, but not limited to (i) damages, fees and/or costs awarded against the City, if any, and (ii) cost of suit, attorneys' fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant, Property owner, or the City and/or other parties initiating or bringing such proceeding (collectively, subparts (i) and (ii) are the "Damages"). Notwithstanding anything to the contrary contained herein, the Applicant shall not be liable to the City Parties under this indemnity to the extent the Damages incurred by any of the City Parties in such Action(s) are a result of the City Parties' fraud, intentional misconduct or gross negligence in connection with issuing the Entitlements. The applicant shall execute an agreement to indemnify, protect, defend, and hold the City harmless as stated herein within five (5) days of approval of Tentative Tract Map No. 2021-0002.
- 3. 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.

- 4. The applicant shall submit Covenants, Conditions and Restrictions (CC&R's) for a Home Owners Association (H.O.A.) to the Planning Division for review and approval by the City Attorney prior to recordation of the Final Map.
- 5. The applicant shall install security gates and fencing at the driveway connected to Sycamore Avenue prior to the issuance of a certificate of occupancy. The gates and fencing shall have a minimum height of six (6) feet. The gates and fencing at the driveway shall be installed in-line with the perimeter block wall. The gates and fencing shall be setback approximately 50 feet from the property line on Sycamore Avenue in order to provide adequate vehicle stacking between the gate and the public right-of-way.
- 6. The applicant shall construct a minimum six (6) foot high solid decorative masonry block wall around the perimeter of the project, or as approved by the Planning Division, prior to the issuance of any certificate of occupancy. Decorative masonry block means tan slumpstone block, tan split-face block, or precision block with a stucco, plaster, or cultured stone finish. All decorative masonry block walls shall include a decorative cap. Pilasters shall be incorporated within the all block walls. The pilasters shall be spaced a maximum of fifty (50) feet and shall be placed at all corners and ends of the wall. All pilasters shall protrude a minimum of six (6) inches above and at least six (6) inches to the side of the wall. All pilasters shall include a decorative cap.
- 7. The private streets within the development shall be named as shown on the tentative map, and as follows:
 - a. The entryway shall be named "Alru Street"
 - b. The easterly north-south street shall be named "Oakdale Avenue".
 - c. The westerly north-south street shall be named "Marcella Avenue".
 - d. The northerly east-west street shall be named "Lilly Street".
 - e. The southerly east-west street shall be named "Rosa Street".
- 8. The applicant shall pay all applicable development impact fees in accordance with the current City of Rialto fee ordinance.
- 9. The location of Parcel 17 as shown on Tentative Track Map No. 20108, will be utilized by the Fire Department in case of an emergency for their required turn around radius. Parcel 17 shall remain vacant until the properties northwest of the project site is connected, providing adequate access for the Rialto Fire Department. Parcel 17 shall be maintained at all times and shall include asphalt for Fire Department vehicle access only.
- 10. The applicant shall apply for annexation of the underlying property into City of Rialto Landscape and Lighting Maintenance District No. 2 ("LLMD 2"). An application fee of \$5,000 shall be paid at the time of application. Annexation into LLMD 2 is a condition

of acceptance of any new median and/or parkway landscaping, or any new public street lighting improvements, to be maintained by the City of Rialto.

- 11. All new streetlights shall be installed on an independently metered, City-owned underground electrical system. The developer shall be responsible for applying with Southern California Edison ("SCE") for all appropriate service points and electrical meters. New meter pedestals shall be installed, and electrical service paid by the developer, until such time as the underlying property is annexed into LLMD 2.
- 12. The applicant shall submit street improvement plans by a registered California civil engineer to the Public Works Engineering Division for review. The plans shall be approved by the City Engineer prior to the approval of Tract Map No. 20108.
- 13. The applicant shall submit street light improvement plans by a registered California civil engineer to the Public Works Engineering Division for review. The plans shall be approved by the City Engineer prior to the approval of Tract Map No. 20108.
- 14. The applicant shall submit sewer improvement plans by a registered California civil engineer to the Public Works Engineering Division for review. The plans shall be approved by the City Engineer prior to the approval of Tract Map No. 20108.
- 15. The applicant shall submit traffic and signage improvement plans by a registered California civil engineer to the Public Works Engineering Division for review. The plans shall be approved by the City Engineer prior to the approval of Tract Map No. 20108.
- 16. The applicant shall submit copies of approved water improvement plans prepared by a registered California civil engineer to the Public Works Engineering Division for record purposes. The plans shall be approved by Rialto Water Services, the City's water purveyor, prior to the approval of Tract Map No. 20108.
- 17. The applicant shall construct asphalt concrete paving for streets in two separate lifts. The final lift of asphalt concrete pavement shall be postponed until such time that on-site construction activities are complete, as may be determined by the City Engineer. Paving of streets in one lift prior to completion of on-site construction will not be allowed, unless prior authorization has been obtained from the City Engineer. Completion of asphalt concrete paving for streets prior to completion of on-site construction activities, if authorized by the City Engineer, will require additional paving requirements prior to acceptance of the street improvements, including, but not limited to: removal and replacement of damaged asphalt concrete pavement, overlay, slurry seal, or other repairs, as required by the City Engineer.
- 18. The public and street improvements outlined in these conditions of approval are intended to convey to the developer an accurate scope of required improvements, however, the City Engineer reserves the right to require reasonable additional improvements as may be determined in the course of the review and approval of street improvement plans required by these conditions.

- 19. The applicant shall dedicate additional right-of-way along the entire frontage of Sycamore Avenue, as necessary, to provide the ultimate half-width of 32 feet, as required by the City Engineer.
- 20. The applicant shall construct a curb ramp meeting current California State Accessibility standard at the northeast corners of the intersection of Sycamore Avenue, in accordance with the City of Rialto Standard Drawings.
- 21. The applicant shall construct a new underground electrical system for public street lighting improvements along the project frontages of Sycamore Avenue, as determined necessary by the City Engineer. New marbelite street light poles with LED light fixtures shall be installed in accordance with City of Rialto Standard Drawings.
- 22. The applicant shall remove existing pavement and construct new pavement with a minimum pavement section of 4 inches asphalt concrete pavement over 6 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal, along the entire frontages of Sycamore Avenue in accordance with City of Rialto Standard Drawings. The pavement section shall be determined using a Traffic Index ("TI") of 6. The pavement section shall be designed by a California registered Geotechnical Engineer using "R" values from the project site and submitted to the City Engineer for approval. Pavement shall extend from clean sawcut edge of pavement at centerline. Alternatively, depending on the existing street condition and as approved by the City Engineer, a street overlay, slurry seal, or other repair can be performed to preserve the existing pavement.
- 23. All broken or off-grade street and sidewalk improvements along the project frontages of Sycamore Avenue shall be repaired or replaced, as required by the City Engineer.
- 24. The applicant shall construct an 8 inch V.C.P. sewer lateral connection to the sewer main within Sycamore Avenue as necessary to provide sewer services to the new residential development. All sewer shall be installed in accordance with City of Rialto Standard Drawings and as required by the City Engineer. All on-site sewer will be privately maintained.
- 25. Domestic water service to the underlying property is provided by the Rialto Water Services. New domestic water service shall be installed in accordance with Rialto Water Services requirements. Contact Rialto Water Services at (909) 820-2546 to coordinate domestic water service requirements.
- 26. The applicant shall install a new domestic water line lateral connection to the main water line within Sycamore Avenue, pursuant to the Rialto Water Services requirements. A water line plan shall be approved by Rialto Water Services prior to approval of Tract Map No. 20108.

- 27. The applicant shall submit a Grading Plan prepared by a California registered civil engineer to the Public Works Engineering Division for review and approval. The Grading Plan shall be approved by the City Engineer prior to approval of Tract Map No. 20108.
- 28. The applicant shall submit a Water Quality Management Plan identifying site specific Best Management Practices ("BMPs") in accordance with the Model Water Quality Management Plan ("WQMP") approved for use for the Santa Ana River Watershed. The site specific WQMP shall be submitted to the City Engineer for review and approval with the Grading Plan. A WQMP Maintenance Agreement shall be required, obligating the property owner(s) to appropriate operation and maintenance obligations of on-site BMPs constructed pursuant to the approved WQMP. The WQMP and Maintenance Agreement shall be approved prior to approval of Tract Map No. 20108.
- 29. The applicant shall prepare a Notice of Intent (NOI) to comply with the California General Construction Stormwater Permit (Water Quality Order 2009-0009-DWQ as modified September 2, 2009) is required via the California Regional Water Quality Control Board online SMARTS system. A copy of the executed letter issuing a Waste Discharge Identification (WDID) number shall be provided to the City Engineer prior to issuance of a grading or building permit. The applicant's contractor shall prepare and maintain a Storm Water Pollution Prevention Plan ("SWPPP") as required by the General Construction Permit. All appropriate measures to prevent erosion and water pollution during construction shall be implemented as required by the SWPPP.
- 30. The applicant shall submit a Geotechnical/Soils Report, prepared by a California registered Geotechnical Engineer, for and incorporated as an integral part of the grading plan for the proposed development. A copy of the Geotechnical/Soils Report shall be submitted to the Public Works Engineering Division with the first submittal of the Precise Grading Plan.
- 31. The applicant shall provide pad elevation certifications for all building pads in conformance with the approved Grading Plan.
- 32. Prior to the issuance of a certificate of occupancy or final City approvals, the applicant shall demonstrate that all structural BMP's have been constructed and installed in conformance with approved plans and specifications, and as identified in the approved WQMP.
- 33. All stormwater runoff passing through the site shall be accepted and conveyed across the property in a manner acceptable to the City Engineer. For all stormwater runoff falling on the site, on-site retention or other facilities approved by the City Engineer shall be required to contain the increased stormwater runoff generated by the development of the property. Provide a hydrology study to determine the volume of increased stormwater runoff due to development of the site, and to determine required stormwater runoff mitigation measures for the proposed development. Final retention basin sizing and other stormwater runoff mitigation measures shall be determined upon review and approval of the hydrology study by the City Engineer and may require redesign or changes to site

configuration or layout consistent with the findings of the final hydrology study. The volume of increased stormwater runoff to retain on-site shall be determined by comparing the existing "pre-developed" condition and proposed "developed" condition, using the 100-year frequency storm.

- 34. Any utility trenches or other excavations within existing asphalt concrete pavement of off-site streets required by the proposed development shall be backfilled and repaired in accordance with City of Rialto Standard Drawings. The developer shall be responsible for removing, grinding, paving and/or overlaying existing asphalt concrete pavement of off-site streets as required by and at the discretion of the City Engineer, including additional pavement repairs to pavement repairs made by utility companies for utilities installed for the benefit of the proposed development (i.e. Rialto Water Services, Southern California Edison, Southern California Gas Company, Time Warner, Verizon, etc.). Multiple excavations, trenches, and other street cuts within existing asphalt concrete pavement of off-site streets required by the proposed development may require complete grinding and asphalt concrete overlay of the affected off-site streets, at the discretion of the City Engineer. The pavement condition of the existing off-site streets shall be returned to a condition equal to or better than existed prior to construction of the proposed development.
- 35. In accordance with Chapter 15.32 of the City of Rialto Municipal Code, all existing electrical distribution lines of sixteen thousand volts or less and overhead service drop conductors, and all telephone, television cable service, and similar service wires or lines, which are on-site, abutting, and/or transecting, shall be installed underground. Utility undergrounding shall extend to the nearest off-site power pole; no new power poles shall be installed unless otherwise approved by the City Engineer. A letter from the owners of the affected utilities shall be submitted to the City Engineer prior to approval of the Grading Plan, informing the City that they have been notified of the City's utility undergrounding requirement and their intent to commence design of utility undergrounding plans. When available, the utility undergrounding plan shall be submitted to the City Engineer identifying all above ground facilities in the area of the project to be undergrounded. Undergrounding of existing overhead utility lines shall be completed prior to approval of Tract Map No. 20108.
- 36. Upon approval of any improvement plan by the City Engineer, the applicant shall provide the improvement plan to the City in digital format, consisting of a DWG (AutoCAD drawing file), DXF (AutoCAD ASCII drawing exchange file), and PDF (Adobe Acrobat) formats. Variation of the type and format of the digital data to be submitted to the City may be authorized, upon prior approval by the City Engineer.
- 37. The original improvement plans prepared for the proposed development and approved by the City Engineer (if required) shall be documented with record drawing "as-built" information and returned to the Engineering Division prior to issuance of a final certificate of occupancy. Any modifications or changes to approved improvement plans shall be submitted to the City Engineer for approval prior to construction.

- 38. Nothing shall be constructed or planted in the corner cut-off area of any driveway, which exceeds or will exceed 30 inches in height, in order to maintain an appropriate sight distance, as required by the City Engineer.
- 39. All proposed trees within the public right-of-way and within 10 feet of the public sidewalk and/or curb shall have City approved deep root barriers installed, as required by the City Engineer.
- 40. The applicant shall submit a final map (Tract Map No. 20108), be prepared by a California registered Land Surveyor or qualified Civil Engineer, to the Public Works Engineering Division for review and approval. A Title Report prepared for subdivision guarantee for the subject property, the traverse closures for the existing parcel and all lots created therefrom, and copies of record documents shall be submitted with Tract Map No. 20108 to the Public Works Engineering Division as part of the review of the Map. Tract Map No. 20108 shall be approved by the City Council prior to issuance of any building permits.
- 41. In accordance with Government Code 66462, all required public improvements shall be completed prior to the approval of a final map (Tract Map No. 20108). Alternatively, the applicant may enter into a Subdivision Improvement Agreement to secure the cost of all required public improvements at the time of requesting the City Engineer's approval of Tract Map No. 20108. If a Subdivision Improvement Agreement is requested by the applicant, a fee of \$2,000 shall be paid for preparation and processing of the Subdivision Improvement Agreement. The applicant will be required to secure the Subdivision Improvement Agreement pursuant to Government Code 66499 in amounts determined by the City Engineer.
- 42. A minimum of 48 inches of clearance for disabled access shall be provided on all public sidewalks.
- 43. The applicant shall provide construction signage, lighting and barricading 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.
- 44. The use of dust and erosion control measures to prevent excessive adverse impacts on adjoining properties during construction will be required by the Engineering Division of the Public Works Department.
- 45. The applicant shall comply with all other applicable State and local ordinances.
- 46. Pursuant to Section 17.16.050A of the Rialto Municipal Code, approval of TTM No. 20108 is granted for a period of twenty-four (24) months from the effective date of this resolution. Pursuant to Section 17.16.050C of the Rialto Municipal Code, an extension of time for TTM No. 20108 may be granted by the Planning Commission for a period or periods not to exceed a total of thirty-six (36) months. The period or periods of

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1	extension shall be in addition to the original twenty-four (24) months. An application shall be filed with the Planning Division for each extension together with the requirements.
2	fee prior to the expiration date of TTM No. 20108.
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4	SECTION 5. The Chairman of the Planning Commission shall sign the passage and
5	adoption of this resolution and thereupon the same shall take effect and be in force.
6	PASSED, APPROVED AND ADOPTED this <u>13th</u> day of <u>October, 2021.</u>
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10 11	FRANK GONZALEZ, CHAIR CITY OF RIALTO PLANNING COMMISSION
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1	STATE OF CALIFORNIA)
2	COUNTY OF SAN BERNARDINO) ss
3	CITY OF RIALTO)
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6	I, Adrianna Martinez, Administrative Assistant of the City of Rialto, do hereby certify that
7	the foregoing Resolution No was duly passed and adopted at a regular meeting of the Planning
8	Commission of the City of Rialto held on theth day of, 2021.
9	Upon motion of Planning Commissioner, seconded by Planning Commissioner
10	, the foregoing Resolution Nowas duly passed and adopted.
11	Vote on the motion:
12	AYES:
13	NOES:
14	ABSENT:
15	IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of
16	Rialto this <u>th</u> day of <u></u> , 2021.
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19	A DDIANNIA MA DERNICZI A DMB HOED A ENTE A GOLGETANIE
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City of Rialto

Legislation Text

File #: PC-21-0728, Version: 1, Agenda #:

For the Planning Commission Meeting of October 13, 2021

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Daniel Casey, Acting Community Development Manager

FROM: Daniel Rosas, Associate Planner

<u>Conditional Development Permit No. 2021-0028:</u> A request to allow the operation of drive-thru service in conjunction with a 950 square foot coffee shop to be located at 127 West Valley Boulevard (APNs: 0132-131-08, -09 & -18) within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan. This project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 (In-Fill Development Projects) of the State CEQA Guidelines (Environmental Assessment Review No. 2021-0030).

<u>Conditional Development Permit No. 2021-0027:</u> A request to allow the operation of a 5,137 square foot automated carwash to be located at 127 West Valley Boulevard (APNs: 0132-131-08, -09 & -18) within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan. This project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 (In-Fill Development Projects) of the State CEQA Guidelines (Environmental Assessment Review No. 2021-0030).

Precise Plan of Design No. 2021-0029: A request to develop a 950 square foot coffee shop with drive-thru service and a 5,137 square foot automated carwash facility with associated paving, landscaping, lighting, fencing, and drainage improvements located on the former Hometown Buffet site at 127 West Valley Boulevard (APNs: 0132-131-08, -09 & -18) within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan. This project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 (In-Fill Development Projects) of the State CEQA Guidelines (Environmental Assessment Review No. 2021-0030).

The above entitlements, together, are collectively referred to as "project" or "Project".

APPLICANT:

Paragon Commercial Group, 133 Penn Street, El Segundo, CA 90245.

LOCATION:

The project site consists of three (3) parcels of land (APNs: 0132-131-08, -09 & -18) located on the south side of Valley Boulevard approximately 130 feet west of Riverside Avenue (**Exhibit A**).

BACKGROUND:

Surrounding General Plan Land Use Designations

Location	General Plan Designation
Site	General Commercial
North	General Commercial
East	General Commercial
South	General Commercial
West	General Commercial

Surrounding Land Use District or Zoning Designations

Location	Zoning
Site	Freeway Commercial (F-C)
North	Retail Commercial (R-C)
East	Freeway Commercial (F-C)
South	Freeway Commercial (F-C)
West	Freeway Commercial (F-C)

Site Characteristics

The project site is a relatively flat and a fairly rectangular-shaped piece of land comprised of three (3) parcels totaling 2.45 acres in size with approximate average dimensions of 210 feet (east-west) by 340 feet (north-south). The site is currently developed with a 10,000 square foot restaurant building, associated parking, lighting, and landscaping that was formerly occupied by Hometown Buffet but has been vacant for approximately 18 months.

Surrounding Area

The project site is bound by Valley Boulevard to the north and a San Bernardino County Flood Control Channel to the west. To the north, across Valley Boulevard, is the Rialto Gateway commercial retail shopping center. To the east is an existing gas station and vacant land. To the south, is a triangular shaped city-owned parcel of land with an existing free-standing sign used to advertise the previous land use for the project site.

ANALYSIS/DISCUSSION:

Project Proposal

Paragon Commercial Group, the applicant, proposes to demolish the existing restaurant building, merge three (3) parcels of land into two (2) parcels of land, and redevelop the project site with the construction of a 950 square foot drive-thru coffee shop for Dutch Bros Coffee in conjunction with a 5,137 square foot automated carwash building and vacuum stations for Mister Carwash.

Entitlement Requirements

Per Chapter 18.66 (Conditional Development Permits) of the Rialto Municipal Code, the operation of a drive-thru requires the approval of a Conditional Development Permit by the Planning Commission.

Additionally, per Chapter 18.66 (Conditional Development Permits) of the Rialto Municipal Code, the operation of a carwash requires the approval of a Conditional Development Permit by the Planning Commission, Lastly, per Chapter 18.65 of the Rialto Municipal Code, a Precise Plan of Design approval is required to develop the project. The applicant has complied with these requirements and filed the applications on July 7, 2021.

Lot Merger

The proposal to merge of the three (3) existing parcels of land that comprise the project site into two (2) parcels of land requires the approval of a Lot Line Adjustment. According to Chapter 18.33 (F-C Zone) of the Rialto Municipal Code, the F-C zone does not require a minimum lot size for the new parcels. A Condition of approval requiring the submittal of a Lot Line Adjustment has been included in the Precise plan of Design Resolution. A Lot Line Adjustment does not require Planning Commission action. The Community Development Department and Public Works Department will process the Lot Line Adjustment upon completion of the entitlement process for the applicant's Conditional Development Permits and Precise Plan of Design applications.

Site Design

According to the site plan (**Exhibit B**), the applicant will construct a 950 square foot coffee shop building with drive-thru lane on the westerly parcel and a 5,137 square foot automated carwash building on the easterly parcel of the project site. Although each parcel will be developed with its respective facilities for Americans with Disability Act (ADA) access, trash service and required parking, there will be Covenants, Conditions and Restrictions (CC&Rs) recorded to address reciprocal access and parking, maintenance, etc.

The project site will continue to be accessed via the signalized driveway at Valley Boulevard and Gateway Plaza located at the northeast corner of the site. A vehicle circulation drive aisle will loop the around the project site providing access to parking, both drive-thru lane entrances and vacuum stations. The proposed drive-thru lane for the coffee shop has queuing for at least seventeen (17) cars. The carwash will have drive-thru queuing for at least twenty-one (21) cars from the entrance to the pay station and twenty-eight (28) designated vacuum stations.

The project also includes a pedestrian pathway to and from the public right-of-way, trash enclosures, landscape planters throughout the parking areas, landscape planters around the perimeter of the project site itself, and site lighting throughout the project will also be required.

Access

As previously mentioned, the project site will continue to be accessed via the signalized driveway at Valley Boulevard and Gateway Plaza. The project site has existing street improvements along Valley Boulevard including the existing 40 feet wide driveway located at the northeast corner of the site providing full access to and from Valley Boulevard.

Floor Plans

The floor plan of the drive-thru coffee shop building (**Exhibit C**) shows the interior will consist of a cooler, restroom, mechanical room, electrical room, and production space all totaling 950 square feet of area. The building will have an articulated footprint due to the incorporation of the electrical room and non-habitable projected masses with varying depths from the main wall plane

The floor plan of the carwash building (Exhibit D) shows the interior will consist of approximately 830

square feet of area for office, closets, restrooms, a breakroom, and remaining building square footage will be dedicated to the one hundred and thirty (130) foot deep wash tunnel and associated mechanical room. The building will have an articulated footprint due to the incorporation of projected masses with varying depths up to three (3) feet from the main wall plane.

Architectural Design

As shown on the elevations for the drive-thru coffee shop building (**Exhibit E**), the structure will have a contemporary architectural design that is consistent with the City's Design Guidelines and the Rialto Gateway Specific Plan in providing enhanced architecture and site design. This includes the incorporation of horizontal composite siding, and metal awnings, in cool grey color tones with fiber cement siding in a saturated blue accent color, and incorporation of Cliffstone veneer. The exterior heights across all structures will range from approximately twelve (12) feet up to twenty-four (24) feet.

As shown on the elevations for the carwash building (**Exhibit F**), the structure will have a contemporary architectural design as that is consistent with the City's Design Guidelines and the Rialto Gateway Specific Plan in providing enhanced architecture and site design. This includes the incorporation of EIFS (Exterior Insulation Finishing System), Limestone veneer, and accent metal siding finishes. The base of the building will include cool grey tones while wall projections and tower elements incorporate saturated blue and brown accent colors and varied roof forms. The exterior heights across all structures will range from approximately eighteen (18) feet up to thirty-five (35) feet

Landscaping

The landscape coverage for the entire project is 21.8 percent which complies with the requirements of Rialto Gateway Specific Plan. This includes the existing landscape setback along Valley Boulevard, a landscape planter along the perimeter of the project site, as well as planters within the parking areas and around the interior perimeter of the buildings. As shown on the Planting Plan (**Exhibit G**), all of the landscape planters will feature a variety of trees and an abundant amount of shrubs and groundcover. Additionally, a condition of approval is included to require a landscape feature to screen the electrical room doors that will be located in an alcove facing Foothill Boulevard.

Parking

Parcel 1 of the proposed project will have eighteen (18) auto stalls and Parcel 2 will have four (4) auto stalls with twenty-eight (28) designated vacuum stations. This quantity meets the minimum parking requirement as shown in the parking calculation chart below and as required by Chapter 18.58 of the Rialto Municipal Code:

Type of Use			Number of spaces
PARCEL-1 Coffee Shop Drive-thru credit Total Required/Total Provided	950	1/75	13 -3 10/18
PARCEL-2 Office Tunnel and mechanical equipment Total Required/Total Provided	830 N/A	1/250 N/A	4 0 4/4

Operations

Dutch Bros Coffee will operate the proposed coffee shop drive-thru. Dutch Bros Coffee started in 1992 as a pushcart in Oregon that has focused on quality, speed, and service to become a high growth operator and franchisor with 471 locations in 11 states as of June 30, 2021. The drive-thru will eventually operate 24-hours provided the consumer demand exists. Initially however, the operating hours will be 5:00 a.m. to 10:00 p.m., Sunday thru Thursday and 5:00 a.m. to 11:00 p.m. on Friday and Saturday. The operation will have a total staff of approximately thirty (30) employees with four to six (4-6) employees during a shift.

Mister Car Wash, the largest chain operator of carwashes in the United States, will operate the proposed carwash from 7:30 a.m. to 8:00 p.m., seven (7) days a week. The queuing lane and tunnel for the carwash facility will be gated upon closure, so that no cars can enter after hours. The facility is a self-service automatic carwash that will have a total staff of approximately fifteen (15) employees with three to six (3-6) employees on site during a shift to facilitate the movement of traffic, assist customers as needed and keep the facility clean. Payments will be facilitated by a self-service kiosk, the car wash itself will be fully automated and the vacuums are also self-serve.

Traffic

The applicant prepared a Traffic Scoping Agreement in coordination with the City of Rialto Public Works Department. Linscott Law & Greenspan Engineers prepared a Traffic Impact Analysis (TIA), dated September 10, 2021, to assess the project's potential impacts to local streets and intersections (**Exhibit H**). The TIA estimates that the project will generate approximately 674 greater net daily trips with 103 greater net AM peak hour trips and 62 greater net PM peak hour trips.

The TIA analyzed two (2) intersections in the project vicinity, as shown in the table below:

Study Intersections
1. Gateway Plaza (NS) at Valley Boulevard (EW)
2. Riverside Avenue (NS) at Valley Boulevard (EW)

Under Existing traffic conditions, the two (2) key study intersections currently operate at acceptable LOS D or better during the AM and PM peak hours, which is considered acceptable by the Rialto General Plan. The proposed project with ambient growth and cumulative conditions will not impact the two (2) key study intersections which are forecast to continue to operate at an acceptable LOS during the AM and PM peak hours. Although the proposed project will not impact the study intersections, improvements have been identified/recommended to improve an already existing deficient storages at the intersection of Riverside Avenue/Valley Boulevard. The recommended improvements consist of restriping the number two eastbound through lane to a shared through/right-turn lane and in-field signal timing adjustments if needed.

The Transportation Commission reviewed and approved the TIA on October 6, 2021. In its decision, the Transportation Commission agreed with the findings and recommendations in the TIA. All street improvements, "fair-share" payments, and development impact fee payments, must be paid and/or completed prior to issuance of building permits.

Land Use Compatibility

The project and its design are consistent with the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan and the General Plan. The primary purpose of the Freeway Commercial zone is to provide services to the motoring public and allows both automotive service and coffee shop uses. There are no sensitive uses in the nearby area. The project is not anticipated to have any negative impacts. The project will provide a benefit to the community by replacing an abandoned property with new on-site improvements that will aesthetically enhance the site and regenerate economic activity.

GENERAL PLAN CONSISTENCY:

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, peopleoriented, 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 project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332, In-Fill Development Projects (Environmental Assessment Review No. 2021-0030). Class 32 allows for the exemption of a project that is less than 5.0 acres in size and is surrounded by existing developments. A Notice of Exemption form is attached to agenda report.

PUBLIC NOTICE:

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

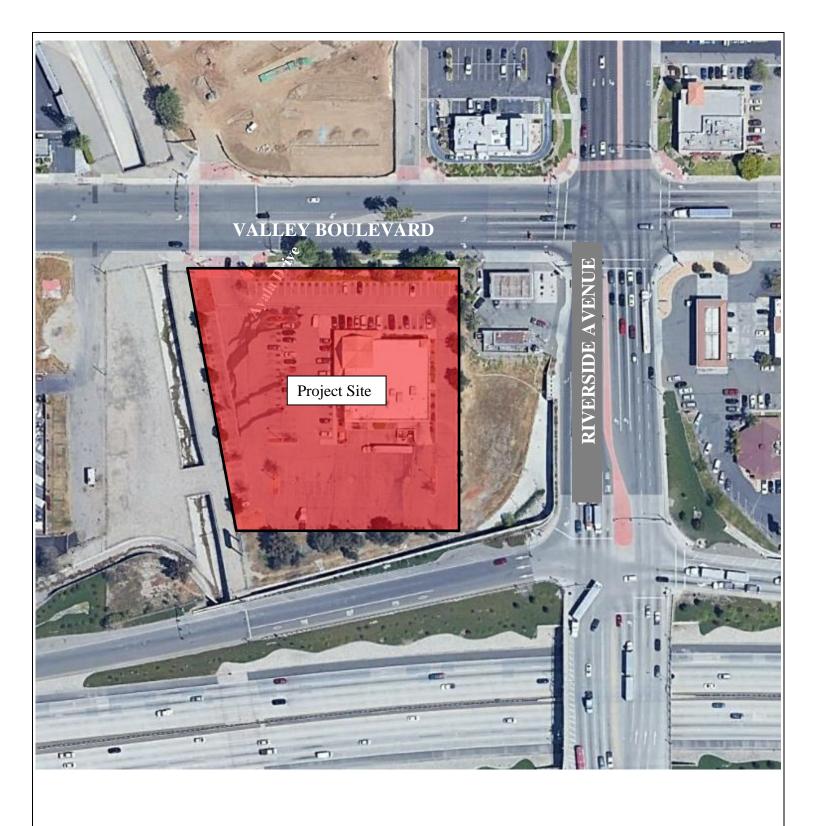
RECOMMENDATION:

The Planning Division recommends that the Planning Commission:

- Adopt the attached Resolution (Exhibit I) to approve Conditional Development Permit No. 2021-0028 to allow the operation of drive-thru service in conjunction with a 950 square foot coffee shop to be located at 127 West Valley Boulevard (APNs: 0132-131-08, -09 & -18) within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan, subject to the findings and conditions therein; and
- Adopt the attached Resolution (Exhibit J) to approve Conditional Development Permit No. 2021 -

0027 to allow the operation of a 5,137 square foot automated car wash to be located at 127 West Valley Boulevard (APNs: 0132-131-08, -09 & -18) within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan, subject to the findings and conditions therein; and

Adopt the attached Resolution (Exhibit K) to approve Precise Plan of Design No. 2021-0029 to allow the development of a 950 square foot coffee shop with drive-thru service and a 5,137 square foot automated car wash facility with associated paving, landscaping, lighting, fencing, and drainage improvements located on the former Hometown Buffet site at 127 West Valley Boulevard (APNs: 0132-131-08, -09 & -18) within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan, subject to the findings and conditions therein.



$B L \vee D$. N 89°58'00" E 336.5 EXISTING ESMNT. - EXISTING ESMNT. ADA ACCESSIBLE PATHWAY (TYP.) 172.5 S 89°\$8'00" W 283.29'

Summary

Land ±2.45 AC ±106,779 SF Building 6,087 SF 6%

Parking Required

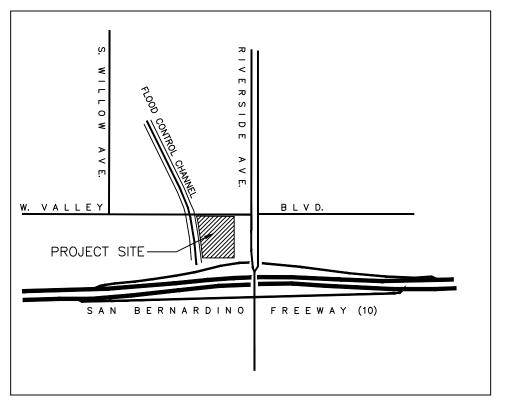
Restaurant drive-thru (950 s.f./ 75)
Carwash (5,137s.f./ 300)

13 stalls
17 stalls
30 stalls

Parking Provided 49 stalls Parking Ratio 8.2/1,000

APN(s): 0132-131-08-0-000, 0132-131-09-0-000, 0132-131-18-0-000 &

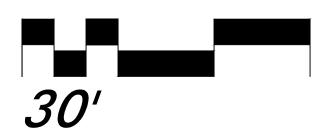
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Vicinity Map
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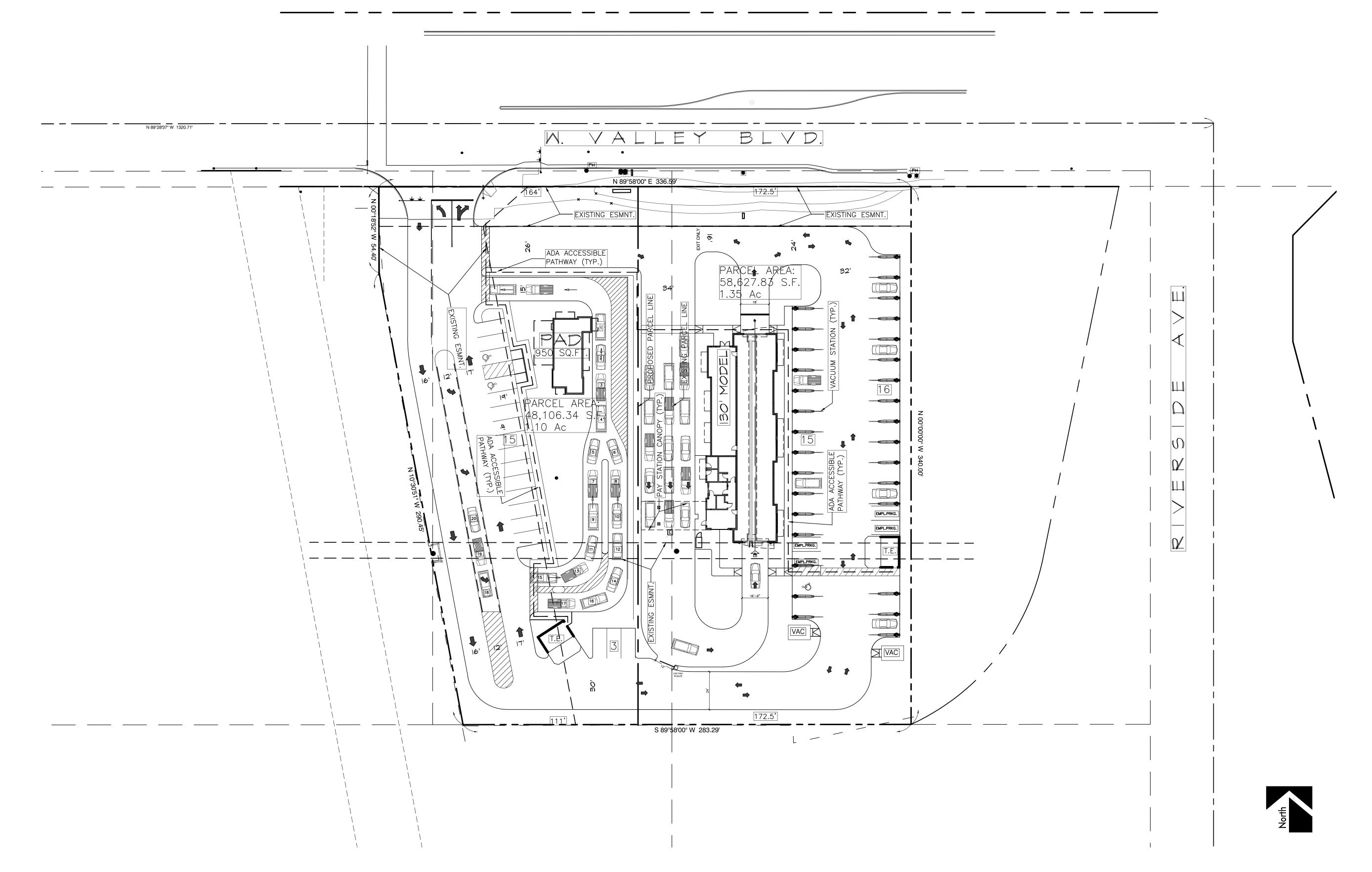


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DATE: SEPTEMBER 2, 2021
NADEL JOB#: 21051





Land ±2.45 AC ±106,779 SF Building 6,087 SF 6%

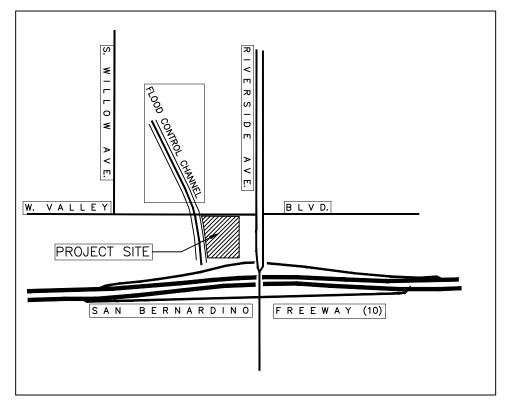
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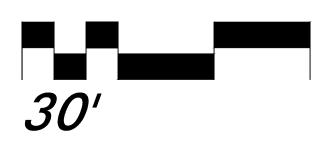
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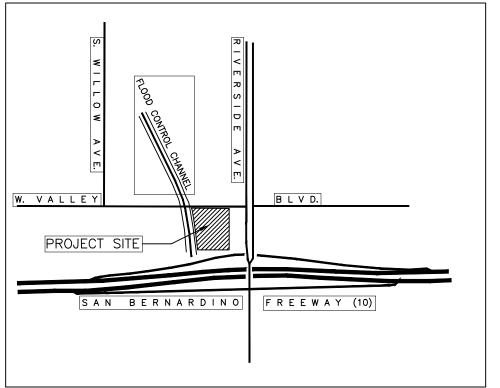
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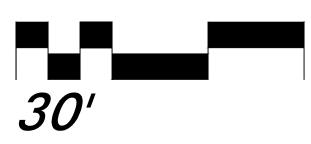
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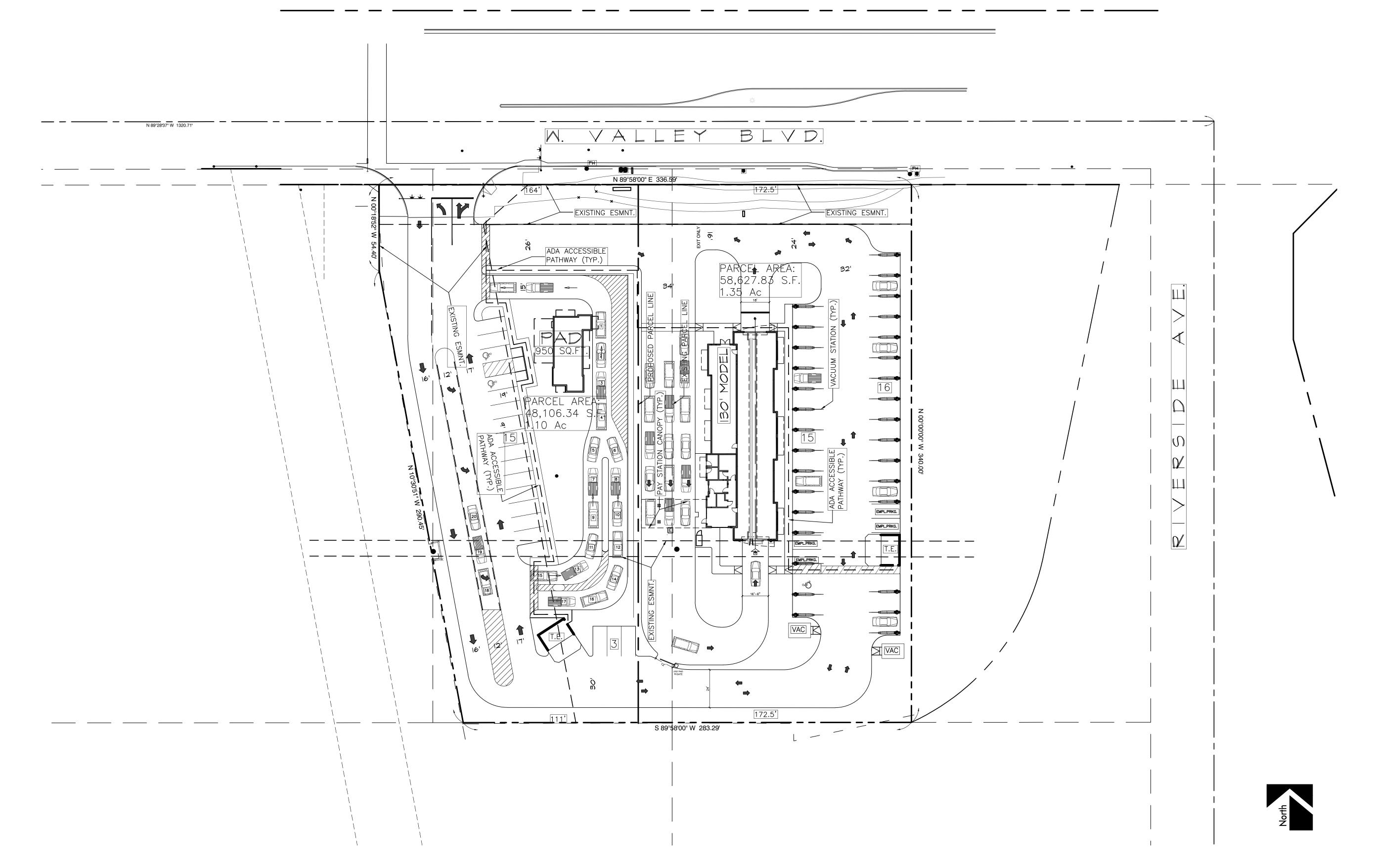
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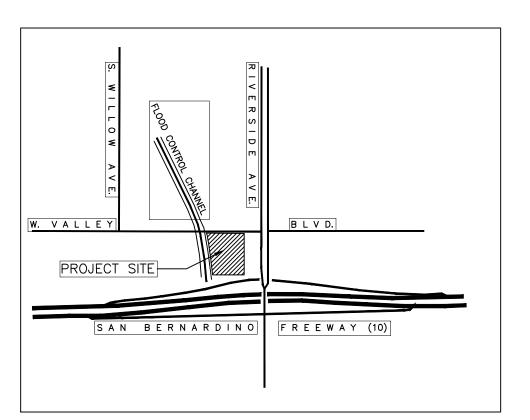
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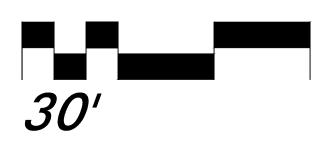
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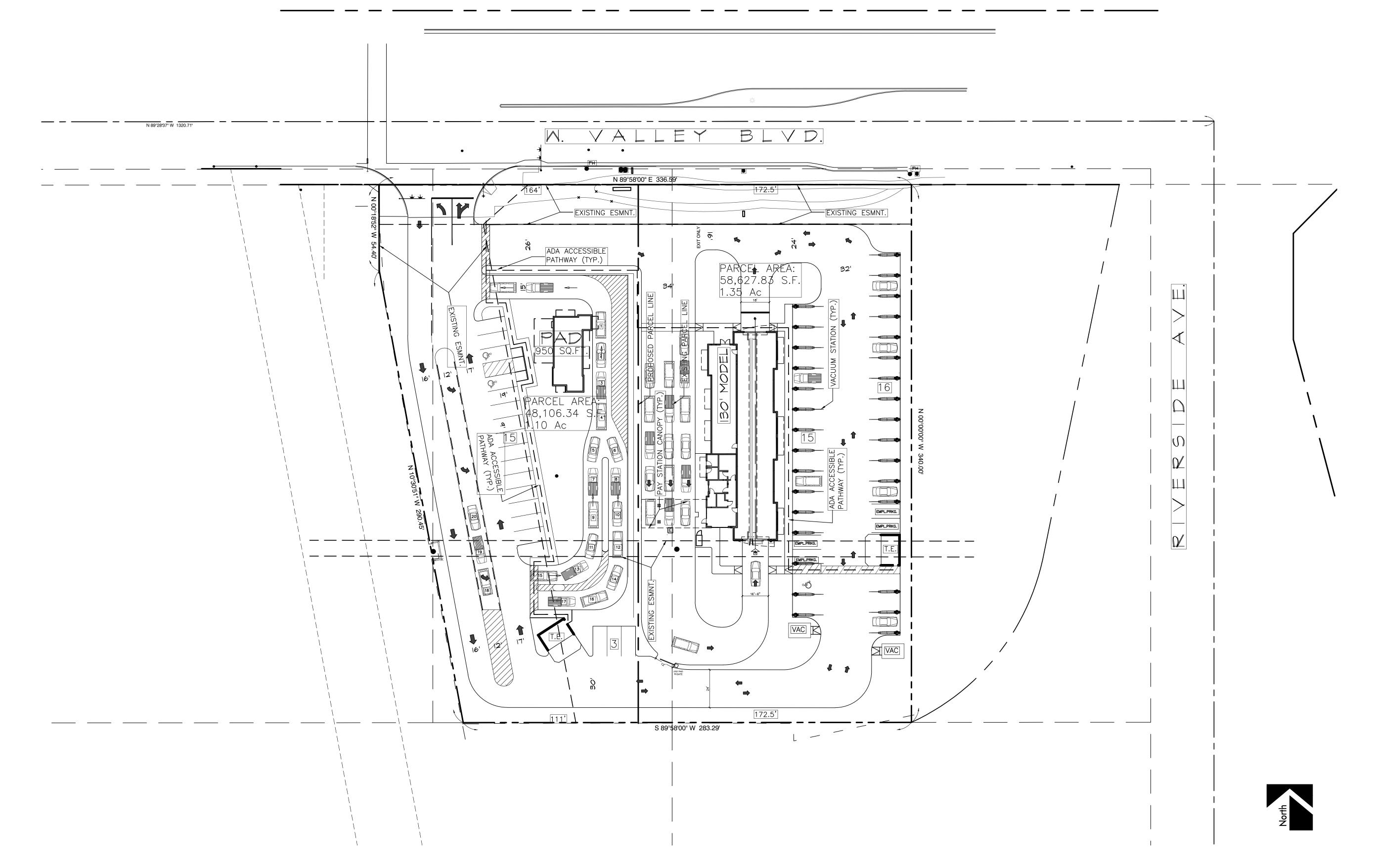
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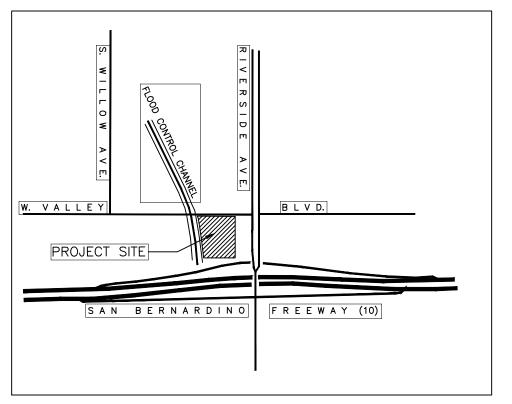
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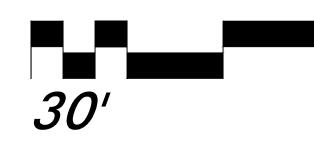
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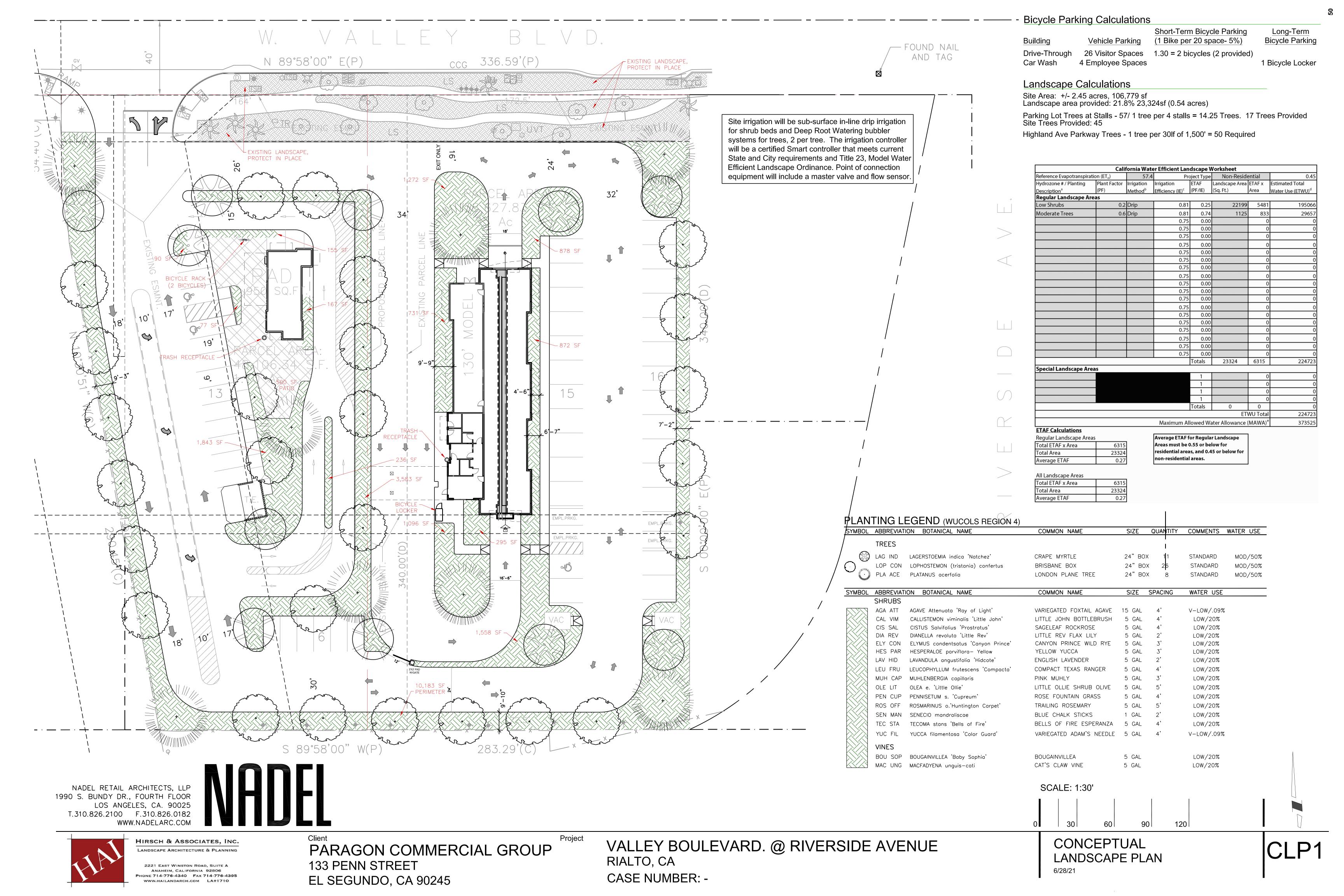
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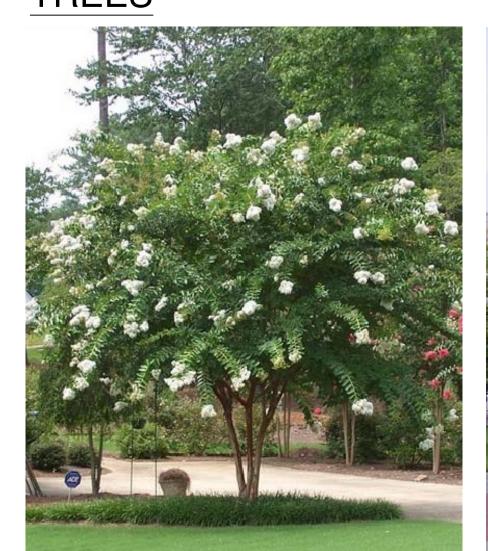


Bike Rack for 2 Bicycles Color: To Be Determined



Trash Receptacle with Cover Color: To Be Determined

TREES



Lagerstroemia indica 'Natchez' Crape Myrtle- Deciduous



Platanus x acerifolia London Plane Tree- Deciduous



Lophostemon confertus -Brisbane Box- Evergreen

VINES



Macfadyena unguis-cati Cat's Claw Vine

SHRUBS & ACCENT PLANTS



Agave attenuata 'Ray of Light' -Variegated Foxtail Agave



Callistemon viminalis 'Little John' Little John Bottle Brush



Cistus salviifolius Sage-leaf Rock Rose



Dianella r. 'Little-Rev' Little Rev Flax Lily



Elymus condensatus 'Canyon Prince' Canyon Prince Wild Rye



Hesperaloe parviflora Yellow Yucca



Lavandula angustifolia 'Hidcote' English Lavender



Leucophyllum frutescens 'Compacta' Compact Texas Ranger



Muhlenbergia capillaris Pink Muhly



Olea europaea 'Little Ollie' Shrub Olive



Pennisetum s. 'Cupreum' (Rubrum) Rose Fountain Grass



Rosemarinus o. 'Huntington Carpet' Trailing Rosemary



Senecio mandraliscae Blue Chalk Sticks



Tecoma stans 'Bells of Fire' Esperanza



Adam's Needle





TRAFFIC IMPACT ANALYSIS REPORT

DUTCH BROTHERS COFFEE & EXPRESS WASH PROJECT

Rialto, California September 10, 2021 (Revision of August 30, 2021 Report)

Prepared for:

PCG HoldCo LLC 133 Penn Street El Segundo, CA 90245

LLG Ref. 2-21-4426-1



Prepared by:
Daniel A. Kloos, P.E.
Associate Principal
and
Angela Besa, P.E.
Transportation Engineer II



Under the Supervision of: Keil D. Maberry, P.E. Principal Linscott, Law & Greenspan, Engineers

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TABLE OF CONTENTS

SECT	ION			PAGE
Exe	cutive	Summa	ary	vii
1.0	Intr	oduction	n	1
	1.1	Study	Area	2
	1.2	Traffic	c Impact Analysis Components	2
	1.3		c Impact Analysis Scenarios	
2.0	Proj	ect Desc	cription and Location	4
	2.1	Site A	ccess	4
3.0	Ana	lysis Co	nditions and Methodology	5
	3.1	Existi	ng Street Network	5
	3.2	Existi	ng Traffic Volumes	5
	3.3	Level	Of Service (LOS) Analysis Methodologies	6
		3.3.1	Highway Capacity Manual Method of Analysis (Signalized Intersections)	6
	3.4	Impac	t Criteria and Thresholds	6
4.0	Traf	fic Fore	ecasting Methodology	8
5.0	Proj	ect Traf	ffic Characteristics	9
	5.1	Projec	t Trip Generation Forecast	9
	5.2	Projec	t Traffic Distribution and Assignment	10
6.0	Futu	ıre Traf	fic Conditions	12
	6.1	Existi	ng With Project Traffic Volumes	12
	6.2	Year 2	2023 With Project Traffic Volumes	12
		6.2.1	Ambient Traffic Growth	12
		6.2.2	Cumulative Projects Traffic Characteristics	12
		6.2.3	Existing With Ambient Growth Year 2023 With Project Traffic Volumes	13
		6.2.4	Existing With A.G. (2023) With Cumulative With Project Traffic Volumes	13
7.0	Exis	ting Wi	th Project Analysis	17
	7.1	Existin	ng Traffic Conditions	17
	7.2	Existin	ng With Project Traffic Conditions	17
8.0	Exis	ting Wi	th Ambient Growth (Year 2023) With Project Analysis	19
	8.1	Existi	ng With Ambient Growth (Year 2023) Without Project Traffic Conditions	19
	8.2	Existi	ng With Ambient Growth (Year 2023) With Project Traffic Conditions	19

TABLE OF CONTENTS (CONTINUED)

SECT	ION	P	PAGE	
9.0	Existing With A.G. (Year 2023) With Cumulative With Project Analysis			
	9.1	Existing With A.G. (Year 2023) With Cumulative Without Project Traffic Conditions	s 21	
	9.2	Existing With A.G. (Year 2023) With Cumulative With Project Traffic Conditions	21	
10.0	Site	Access and Internal Circulation Evaluation	23	
	10.1	Site Access Evaluation	23	
	10.2	Internal Circulation Evaluation	23	
	10.3	Drive-Through Storage	23	
11.0	Inter	section Queuing Analysis	24	
12.0	City	Code Parking Analysis	29	
13.0	Reco	mmended Improvements	30	
	13.1	Existing With Project Traffic Conditions	30	
	13.2	Existing With Ambient Growth (Year 2023) With Project Traffic Conditions	30	
	13.3	Existing With A.G. (Year 2023) With Cumulative With Project Traffic Conditions	31	
14.0	Vehi	cle Miles Traveled (VMT) Assessment	32	

APPENDICES

APPENDIX

- A. Traffic Impact Analysis Scope of Work
- **B.** Existing Traffic Count Data
 - **B-I** Intersection Counts
 - B-II Growth Calculation Tables
 - B-III Express Wash Trip Rates
- C. Existing Traffic Conditions Intersection Level of Service Calculation Worksheets
 - C-I Existing Traffic Conditions
 - C-II Existing With Project Traffic Conditions
 - C-III Existing With Project With Improvements Traffic Conditions
- D. Existing With Ambient Growth Year 2023 With Project Traffic Conditions Intersection Level of Service Calculation Worksheets
 - D-I Existing With Ambient Growth Year 2023 Without Project Traffic Conditions
 - D-II Existing With Ambient Growth Year 2023 With Project Traffic Conditions
 - D-III Existing With Ambient Growth Year 2023 With Project With Improvements Traffic Conditions
- E. Existing With Ambient Growth Year 2023 With Cumulative With Project Traffic Conditions Intersection Level of Service Calculation Worksheets
 - E-I Existing With Ambient Growth Year 2023 With Cumulative Without Project Traffic Conditions
 - E-II Existing With Ambient Growth Year 2023 With Cumulative With Project Traffic Conditions
 - E-III Existing With Ambient Growth Year 2023 With Cumulative With Project With Improvements Traffic Conditions
- F. Queuing Requirements and Average Service Times/Processing Times

LIST OF FIGURES

SECTION	I – FIGURE #	FOLLOWING PAGE
1–1	Vicinity Map	
2–1	Existing Site Aerial	4
2–2	Proposed Site Plan	4
3–1	Existing Roadway Conditions And Intersection Controls	6
3–2	Existing AM Peak Hour Traffic Volumes	6
3–3	Existing PM Peak Hour Traffic Volumes	6
5–1	Project Traffic Distribution Pattern	11
5–2	Project Only AM Peak Hour Traffic Volumes	11
5–3	Project Only PM Peak Hour Traffic Volumes	11
6–1	Existing With Project AM Peak Hour Traffic Volumes	16
6–2	Existing With Project PM Peak Hour Traffic Volumes	16
6–3	Location of Cumulative Projects	16
6–4	Cumulative Project Only AM Peak Hour Traffic Volumes	16
6–5	Cumulative Project Only PM Peak Hour Traffic Volumes	16
6–6	Year 2023 Existing With Ambient Growth	
	Without Project AM Peak Hour Traffic Volumes	16
6–7	Year 2023 Existing With Ambient Growth	
	Without Project PM Peak Hour Traffic Volumes	16
6–8	Year 2023 Existing With Ambient Growth	
	With Project AM Peak Hour Traffic Volumes	16
6–9	Year 2023 Existing With Ambient Growth	
	With Project PM Peak Hour Traffic Volumes	16
6–10	Year 2023 Existing With Ambient Growth With Cumulative	
	Without Project AM Peak Hour Traffic Volumes	16
6–11	Year 2023 Existing With Ambient Growth With Cumulative	
	Without Project PM Peak Hour Traffic Volumes	16

LIST OF FIGURES (CONTINUED)

Section - Figure #		FOLLOWING PAGE
6–12	Year 2023 Existing With Ambient Growth With Cumulative	
	With Project AM Peak Hour Traffic Volumes	16
6–13	Year 2023 Existing With Ambient Growth With Cumulative	
	With Project PM Peak Hour Traffic Volumes	16
10-1	WB-40 Truck Turning Analysis	23

LIST OF TABLES

SECTIO	on-Table#	PAGE
3-1	Level of Service Criteria For Signalized Intersections (HCM 6 Methodology)	7
5-1	Project Trip Generation Rates and Forecast	11
6-1	Location and Description of Cumulative Projects	14-15
6-2	Cumulative Projects Traffic Generation Forecast	16
7-1	Existing With Project Conditions	
	Peak Hour Intersection Capacity Analysis Summary	18
8-1	Existing With Ambient Growth Year 2023 With Project Conditions	
	Peak Hour Intersection Capacity Analysis Summary	20
9-1	Existing With Ambient Growth Year 2023 With Cumulative With	
	Project Conditions Peak Hour Intersection Capacity Analysis Summary	22
11-1	Existing With Project Peak Hour Intersection Queuing Analysis	27
11-2	Year 2023 Peak Hour Intersection Queuing Analysis	28
12-1	City Code Parking Requirements	29

EXECUTIVE SUMMARY

Project Description

The project site is currently occupied by the vacant 10,000 SF Hometown Buffet and is located on the southwest quadrant of Riverside Avenue and Valley Boulevard in the City of Rialto, California. The project applicant will raze the existing Hometown Buffet and construct a 950 SF Dutch Brothers Coffee with drive-through window and an express wash with a 130 foot car wash tunnel. The Project will provide 50 parking spaces. Of this total, 15 parking spaces are provided for Dutch Brothers Coffee and 35 spaces are provided for the express wash (i.e. 28 spaces with vacuums, 4 employee spaces and 3 unassigned spaces). It should be noted that the four express wash employee parking spaces will be free of any equipment, including vacuums, and will be available for express wash employees. The Project is anticipated to be completed by the Year 2023. Access to the project site will continue to be provided via the existing signalized intersection of Gateway Plaza at Valley Boulevard (key study intersection #1).

Project Trip Generation Forecast

The existing land use would generate approximately 754 daily trips, with 7 trips (4 inbound, 3 outbound) produced in the AM peak hour and 58 trips (39 inbound, 19 outbound) produced in the PM peak hour on a "typical" weekday. The proposed Project is forecast to generate 1,428 daily trips, with 110 trips (59 inbound, 51 outbound) produced in the AM peak hour and 120 trips (60 inbound, 60 outbound) produced in the PM peak hour on a "typical" weekday.

Comparison of the trips generated by the existing land use to the trips generated by the proposed Project shows that the proposed Project will generate 674 greater net daily trips, 103 greater net AM peak hour trips and 62 greater net PM peak hour trips. The potential impact of these net additional trips are assessed in the traffic study.

Key Intersections

- The two (2) key study intersections were selected for evaluation based on City criteria and discussions with City of Rialto staff. The key study intersections listed below provide local access to the study area and define the extent of the boundaries for this traffic impact investigation.
 - 1. Gateway Plaza at Valley Boulevard
 - 2. Riverside Avenue at Valley Boulevard.

Cumulative Projects Description

The twenty-two (22) cumulative projects are forecast to generate a combined total of 18,269 daily trips, with 1,120 trips (621 inbound and 499 outbound) forecast during the AM peak hour and 1,133 trips (517 inbound and 616 outbound) forecast during the PM peak hour.

Traffic Impact Analysis

Existing Traffic Conditions

Under Existing traffic conditions, the two (2) key study intersections currently operate at acceptable LOS D or better during the AM and PM peak hours.

Existing With Project Traffic Conditions

The proposed Project <u>will not</u> impact the two (2) key study intersections when compared to the LOS standards and impact criteria specified in this report. The two (2) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.

Existing With Ambient Growth (Year 2023) With Project Traffic Conditions

The proposed Project <u>will not</u> impact the two (2) key study intersections when compared to the LOS standards and impact criteria specified in this report. The two (2) key study intersections are forecast to continue to operate at an acceptable LOS during the AM and PM peak hours with the addition of Project generated traffic to ambient traffic growth (Year 2023).

Existing With Ambient Growth (Year 2023) With Cumulative With Project Traffic Conditions

The proposed Project <u>will not</u> impact the two (2) key study intersections when compared to the LOS standards and impact criteria specified in this report. The two (2) key study intersections are forecast to continue to operate at an acceptable LOS during the AM and PM peak hours with the addition of Project generated traffic to ambient traffic growth (Year 2023) and cumulative traffic.

Site Access and Internal Circulation Evaluation

- The intersection of Gateway Plaza at Valley Boulevard (key study intersection #1) is forecast to operate at acceptable LOS A during the AM and PM peak hours for all traffic analysis scenarios. As such, project access will be adequate. Motorists entering and exiting the Project site will be able to do so without undue congestion.
- The on-site circulation was evaluated in terms of vehicle-pedestrian conflicts and truck circulation. Based on our review of the site plan, the overall layout does not create

significant vehicle-pedestrian conflict points. The project will provide pedestrian access to the existing sidewalk located along Valley Boulevard. Curb return radii have been confirmed and are generally adequate for small service/delivery (Fedex, UPS) trucks, trash trucks and WB-40 delivery trucks. It should be noted that a WB-40 truck is the maximum design vehicle anticipated to access the project site for deliveries. Based on information provided by the project applicant, Dutch Brothers Coffee anticipates one delivery per week on average that will typically occur in the late morning (during off peak hours) and the Express Wash anticipates one chemical delivery per month (during off peak hours).

- The drive-through lane for Dutch Brothers Coffee will provide storage for up to seventeen (17) vehicles without encroaching into the internal drive aisles. Based on information provided by Dutch Brothers, the proposed drive-through storage design exceeds the minimum corporate standard of fifteen (15) vehicles, which allows the store to achieve their average service times of 45-seconds per vehicle. It should be noted that additional drive-through storage is provided within a designated lane located within the internal drive aisle to further ensure that vehicles will not impact internal circulation and/or queue back to Valley Boulevard. Therefore, we conclude that adequate storage is provided for the Dutch Brothers Coffee drive-through and vehicles are not anticipated to queue back to Valley Boulevard.
- The Express Wash will have the capacity to stack a minimum of twenty (20) vehicles from the pay station without encroaching into the internal drive aisles. Based on information provided by the operator, the express wash can process up to 120 vehicles per hour. Given the trip generation demand forecasted during the peak hours and the processing rate, minimal queuing is anticipated. Therefore, we conclude that adequate storage is provided for the Express Wash and vehicles are not anticipated to interfere with internal circulation and/or queue back to Valley Boulevard.

Intersection Queuing Analysis

- Adequate storage is provided for the northbound left-turn lane, the northbound shared through/right-turn lane, the eastbound left-turn lane and the westbound left-turn lane at the intersection of Gateway Plaza/Valley Boulevard during the AM and PM peak hours for all analyzed traffic conditions.
- Adequate storage is not provided for the northbound dual left-turn lanes, the eastbound left-turn lane, the eastbound right-turn lane and the westbound left-turn lane at the intersection of Riverside Avenue/Valley Boulevard during the AM and PM peak hours for existing traffic conditions and for all other analyzed traffic conditions. However, it should be noted that the proposed Project will add less than 25-30 feet to the already existing deficient storages at the intersection of Riverside Avenue/Valley Boulevard, which is considered an insignificant change.

Nonetheless, improvements have been identified/recommended at the intersection of Riverside Avenue/Valley Boulevard in order to improve the existing deficient storages at the

intersection. The recommended improvements consist of restriping the number two eastbound through lane to a shared through/right-turn lane. The lower portion of *Table 11-2* shows the 95th percentile queue lengths at the intersection of Riverside Avenue/Valley Boulevard with improvements. As shown, with recommended improvements, the existing deficient storage for the eastbound right-turn lane is now adequate and eastbound right-turning vehicles will not queue past the intersection of Gateway Plaza/Valley Boulevard. It should be noted that the other existing deficient queues generally improve with the recommended improvements and that the overall level of service for the intersection also improves. In order to further address the remaining deficient storages (i.e. the northbound dual left-turn lanes, the eastbound left-turn lane and the westbound left-turn lane), it is recommended that after completion of both the proposed Project and the recommended restriping of the second eastbound through lane to a shared through/right-turn lane that the existing signal timing be reviewed in the field and adjustments implemented (one-time adjustment), if needed, to improve the remaining deficient storages at the intersection of Riverside Avenue/Valley Boulevard.

City Code Parking Analysis

Application of City-code parking ratios to the development totals results in a code-parking requirement of *30 spaces*. The proposed Project will provide 50 parking spaces. Of this total, 15 parking spaces are provided for Dutch Brothers Coffee and 35 spaces are provided for the express wash (i.e. 28 spaces with vacuums, 4 employee spaces and 3 unassigned spaces). It should be noted that the four express wash employee parking spaces will be free of any equipment, including vacuums, and will be available for express wash employees. With a proposed parking supply of 50 spaces, a parking surplus of 20 spaces is forecast and therefore, the proposed Project will provide adequate parking.

Recommended Improvements

Existing With Project Traffic Conditions

- The results of the Existing With Project traffic conditions level of service analyses indicate that the proposed Project <u>will not</u> impact any of the two (2) key study intersections. The two (2) key study intersections are forecast to operate at acceptable service levels under Existing With Project traffic conditions. As such, no improvement measures addressing LOS have been recommended.
- The following improvements have been recommended at the intersection of Riverside Avenue/Valley Boulevard in order to improve the existing deficient storages at the intersection.
 - Riverside Avenue at Valley Boulevard: Restripe the number two eastbound through lane to a shared through/right-turn lane. In order to further address the remaining deficient storages (i.e. the northbound dual left-turn lanes, the eastbound left-turn lane and the

westbound left-turn lane), it is also recommended that after completion of both the proposed Project and the recommended restriping that the existing signal timing be reviewed in the field and adjustments implemented (one-time adjustment), if needed, to improve the remaining deficient storages at the intersection of Riverside Avenue/Valley Boulevard.

Existing With Ambient Growth (Year 2023) With Project Traffic Conditions

- The results of the Existing With Ambient Growth (Year 2023) With Project traffic conditions level of service analyses indicate that the proposed Project <u>will not</u> impact any of the two (2) key study intersections. The two (2) key study intersections are forecast to operate at acceptable service levels under Existing With Ambient Growth (Year 2023) With Project traffic conditions. As such, no improvement measures addressing LOS have been recommended.
- The following improvements have been recommended at the intersection of Riverside Avenue/Valley Boulevard in order to improve the existing deficient storages at the intersection.
 - Riverside Avenue at Valley Boulevard: Restripe the number two eastbound through lane to a shared through/right-turn lane. In order to further address the remaining deficient storages (i.e. the northbound dual left-turn lanes, the eastbound left-turn lane and the westbound left-turn lane), it is also recommended that after completion of both the proposed Project and the recommended restriping that the existing signal timing be reviewed in the field and adjustments implemented (one-time adjustment), if needed, to improve the remaining deficient storages at the intersection of Riverside Avenue/Valley Boulevard.

Existing With Ambient Growth (Year 2023) With Cumulative With Project Traffic Conditions

- The results of the Existing With Ambient Growth (Year 2023) With Cumulative With Project traffic conditions level of service analyses indicate that the proposed Project <u>will not</u> impact any of the two (2) key study intersections. The two (2) key study intersections are forecast to operate at acceptable service levels under Existing With Ambient Growth (Year 2023) With Cumulative With Project traffic conditions. As such, no improvement measures addressing LOS have been recommended.
- The following improvements have been recommended at the intersection of Riverside Avenue/Valley Boulevard in order to improve the existing deficient storages at the intersection.
 - Riverside Avenue at Valley Boulevard: Restripe the number two eastbound through lane to a shared through/right-turn lane. In order to further address the remaining deficient storages (i.e. the northbound dual left-turn lanes, the eastbound left-turn lane and the westbound left-turn lane), it is also recommended that after completion of both the

proposed Project and the recommended restriping that the existing signal timing be reviewed in the field and adjustments implemented (one-time adjustment), if needed, to improve the remaining deficient storages at the intersection of Riverside Avenue/Valley Boulevard.

Vehicle Miles Traveled (VMT) Assessment

- The City of Rialto does not currently have Vehicle Miles Traveled (VMT) guidelines, therefore the guidelines contained within the *San Bernardino County Transportation Impact Study Guidelines*, dated July 2019 have been utilized for the project VMT screening analysis. The *San Bernardino County Transportation Impact Study Guidelines* state that Projects which serve the local community and have the potential to reduce VMT should not be required to complete a VMT assessment. These projects are noted below:
 - 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 community colleges that are consistent with the assumptions noted in the RTP/SCS

The proposed Project will consist of a local serving 950 SF Dutch Brothers Coffee with drive-through window and a local serving express wash with a 130 foot car wash tunnel. Therefore, based on the aforementioned criteria (i.e. local-serving retail less than 50,000 square feet), this project would screen out from a VMT analysis and be presumed to have a less than significant impact on VMT, per the County's guidelines.

TRAFFIC IMPACT ANALYSIS REPORT

DUTCH BROTHERS COFFEE & EXPRESS WASH PROJECT

Rialto, California September 10, 2021 (Revision of August 30, 2021 Report)

1.0 Introduction

This traffic impact analysis addresses the potential traffic impacts and circulation needs associated with the Dutch Brothers Coffee & Express Wash Project (hereinafter referred to as Project). The project applicant proposes to construct a 950 square-foot (SF) Dutch Brothers Coffee with drive-through window and an express wash with a 130 foot wash tunnel. The project site is currently occupied by the vacant 10,000 SF Hometown Buffet and is located on the southwest quadrant of Riverside Avenue and Valley Boulevard in the City of Rialto, California.

This traffic report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts associated with the proposed Project. The traffic analysis evaluates the operating conditions at two (2) key study intersections within the project vicinity, estimates the trip generation potential of the proposed Project, and forecasts future operating conditions without and with the proposed Project. Where necessary, intersection improvements/mitigation measures are identified.

This traffic report satisfies City of Rialto criteria and is consistent with the requirements and procedures outlined in the City of Rialto Traffic Impact Analysis Report Guidelines and Requirements (December 2013) and in the most current Congestion Management Program for San Bernardino County. The Scope of Work for this traffic study, which is included in Appendix A, was developed in conjunction with City of Rialto staff.

The project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing traffic information has been collected at two (2) key study intersections on a "typical" weekday for use in the preparation of intersection level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the proposed Project has been researched at the City of Rialto, City of Colton, and County of San Bernardino. Based on our research, there are ten (10) cumulative projects in the City of Rialto, one (1) cumulative project in the City of Colton, and eleven (11) cumulative projects in the County of San Bernardino within the vicinity of the subject site. These twenty-two (22) planned and/or approved cumulative projects were considered in the cumulative traffic analysis for this project.

This traffic report analyzes existing and future weekday AM peak hour and PM peak hour traffic conditions for a near-term (Year 2023) traffic setting upon completion of the proposed Project. Peak hour traffic forecasts for the Year 2023 horizon year have been projected by increasing existing

traffic volumes by an annual growth rate of 2.0% per year and adding traffic volumes generated by twenty-two (22) cumulative projects, which provides a conservative forecast.

1.1 Study Area

The two (2) key study intersections were selected for evaluation based on City criteria and discussions with City of Rialto staff. The key study intersections listed below provide local access to the study area and define the extent of the boundaries for this traffic impact investigation.

- 1. Gateway Plaza at Valley Boulevard
- 2. Riverside Avenue at Valley Boulevard

1.2 Traffic Impact Analysis Components

The Highway Capacity Manual (HCM) Delay and corresponding Level of Service (LOS) calculations at the key study locations were used to evaluate the potential traffic-related impacts associated with area growth, cumulative traffic and the proposed Project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service and/or addresses the impact of the proposed Project. Included in this Traffic Impact Analysis are:

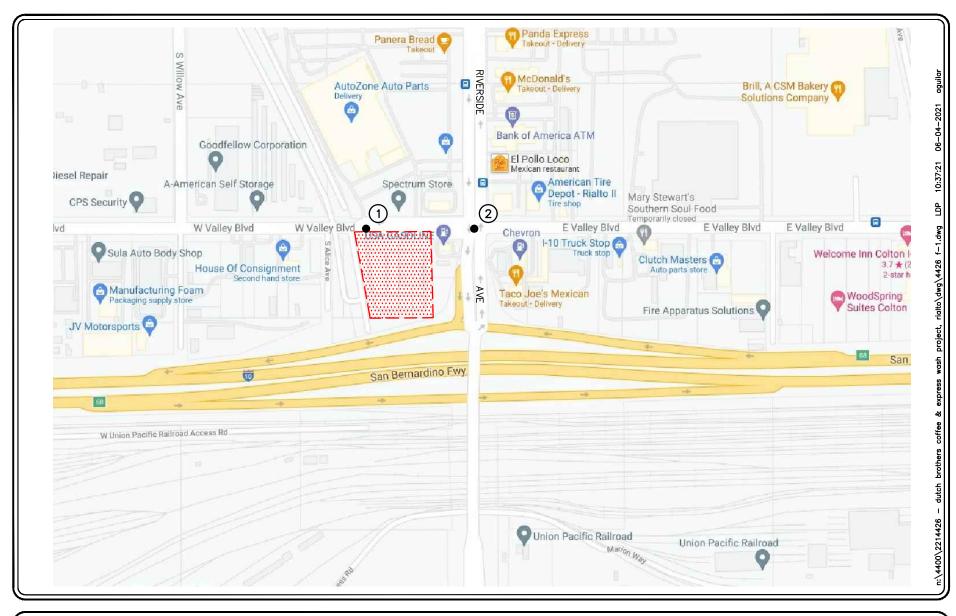
- Existing traffic counts,
- Estimated Project traffic generation/distribution/assignment,
- Estimated cumulative project traffic generation/distribution/assignment,
- AM and PM peak hour LOS analyses for Existing (Year 2021) conditions,
- AM and PM peak hour LOS analyses for Existing conditions with Project traffic,
- AM and PM peak hour LOS analyses for Existing with Ambient Growth (Year 2023) without Project traffic,
- AM and PM peak hour LOS analyses for Existing with Ambient Growth (Year 2023) with Project traffic,
- AM and PM peak hour LOS analyses for Existing with Ambient Growth (Year 2023) with Cumulative traffic conditions without Project traffic,
- AM and PM peak hour LOS analyses for Existing with Ambient Growth (Year 2023) with Cumulative traffic conditions with Project traffic,
- Site Access and On-Site Circulation Analysis,
- Recommended Improvements, and
- Vehicle Miles Traveled (VMT) Assessment.

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the Project and depicts the study locations and surrounding street system.

1.3 Traffic Impact Analysis Scenarios

The following scenarios are those for which Delay and corresponding LOS calculations have been performed at the key study intersections for existing and near-term traffic conditions:

- 1. Existing (Year 2021) Traffic Conditions
- 2. Existing With Project Traffic Conditions,
- 3. Scenario (2) With Recommended Improvements, if any,
- 4. Existing With Ambient Growth (Year 2023) Without Project Traffic Conditions,
- 5. Existing With Ambient Growth (Year 2023) With Project Traffic Conditions,
- 6. Scenario (5) With Recommended Improvements, if any,
- 7. Existing With Ambient Growth (Year 2023) Without Project With Cumulative Traffic Conditions,
- 8. Existing With Ambient Growth (Year 2023) With Project With Cumulative Traffic Conditions, and
- 9. Scenario (8) With Recommended Improvements, if any.





SOURCE: GOOGLE

KEY

STUDY INTERSECTION

FIGURE 1-1

= PROJECT SITE

VICINITY MAP

DUTCH BROTHERS COFFEE & EXPRESS WASH PROJECT, RIALTO

2.0 Project Description and Location

The project site is currently occupied by the vacant 10,000 SF Hometown Buffet and is located on the southwest quadrant of Riverside Avenue and Valley Boulevard in the City of Rialto, California. The project applicant will raze the existing Hometown Buffet and construct a 950 SF Dutch Brothers Coffee with drive-through window and an express wash with a 130 foot car wash tunnel. The Project will provide 50 parking spaces. Of this total, 15 parking spaces are provided for Dutch Brothers Coffee and 35 spaces are provided for the express wash (i.e. 28 spaces with vacuums, 4 employee spaces and 3 unassigned spaces). It should be noted that the four express wash employee parking spaces will be free of any equipment, including vacuums, and will be available for express wash employees. The Project is anticipated to be completed by the Year 2023.

Figure 2-1 presents an aerial image of the existing site for the proposed Project. *Figure 2-2* presents the site plan for the proposed Project.

2.1 Site Access

Access to the project site will continue to be provided via the existing signalized intersection of Gateway Plaza at Valley Boulevard (key study intersection #1).







SOURCE: GOOGLE

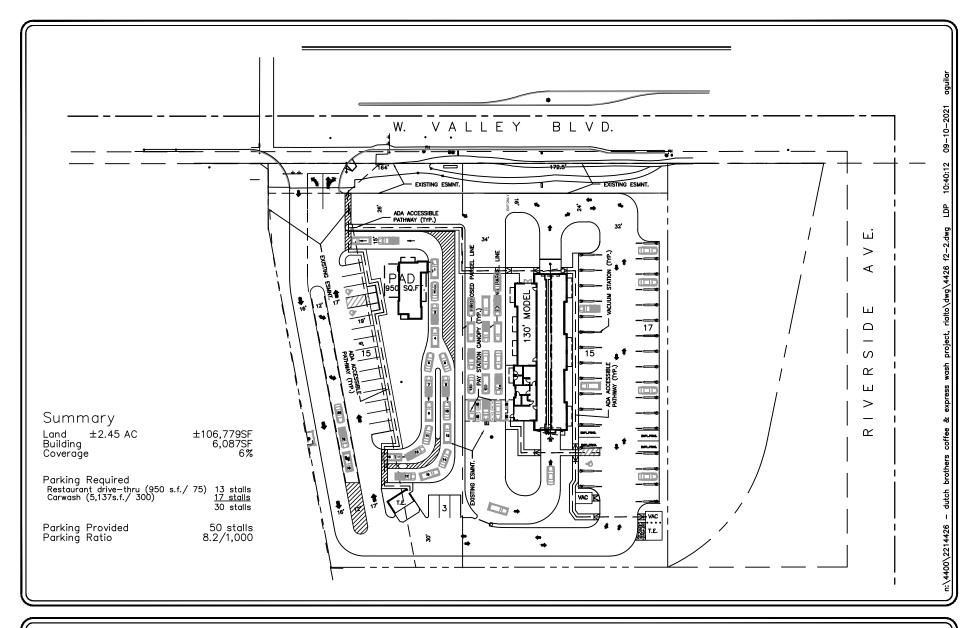
KEY

= PROJECT SITE

FIGURE 2-1

EXISTING SITE AERIAL

DUTCH BROTHERS COFFEE & EXPRESS WASH PROJECT, RIALTO



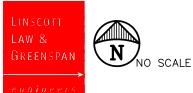


FIGURE 2-2

PROPOSED SITE PLAN

DUTCH BROTHERS COFFEE & EXPRESS WASH PROJECT, RIALTO

3.0 Analysis Conditions and Methodology

3.1 Existing Street Network

The principal local network of streets serving the Project site consists of Valley Boulevard and Riverside Avenue. The following discussion provides a brief synopsis of the key area streets.

Valley Boulevard is a four-lane divided roadway, that borders the project site to the north. Valley Boulevard currently provides access to the project site via the intersection of Gateway Plaza at Valley Boulevard. On-street parking is not permitted on either side of the roadway. Valley Boulevard has a posted speed limit of 40 miles per hour (mph). A traffic signal controls the intersections of Valley Boulevard at Gateway Plaza and Riverside Avenue.

Riverside Avenue is a six-lane divided roadway. On-street parking is not permitted on either side of the roadway. Riverside Avenue has a posted speed limit of 40 mph in the vicinity of the Project. A traffic signal controls the intersection of Riverside Avenue at Valley Boulevard.

Figure 3-1 presents an inventory of the existing roadway conditions within the study area evaluated in this report. The number of travel lanes and intersection controls for the key area study intersections are identified.

3.2 Existing Traffic Volumes

Two (2) key study intersections have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential Project-related traffic will pass through these intersections and the analysis will reveal the expected relative impacts of the Project. The key study intersections were selected for evaluation based on discussions with City of Rialto staff.

Due to the COVID-19 Coronavirus Pandemic, historical traffic counts were researched and traffic count data was obtained for the intersection of Riverside Avenue at Valley Boulevard (February 2020). Based on coordination with City of Rialto staff, the historical traffic counts for the intersection of Riverside Avenue at Valley Boulevard were factored up by a 2.0% growth factor to develop Year 2021 AM peak hour and PM peak hour existing baseline traffic conditions for this intersection. It should be noted that the Hometown Buffet restaurant was in service during the February 2020 traffic counts.

The AM and PM peak hour traffic volumes for the remaining intersection of Gateway Plaza at Valley Boulevard were collected by *AimTD LLC* in June 2021. Given that the traffic counts at this intersection were conducted during the COVID-19 pandemic, historical data was utilized to create a growth factor to apply to the current traffic count data. As such, historical AM and PM peak period traffic count data (February 2020) for the intersection of Riverside Avenue at Valley Boulevard was compared to current AM and PM peak period traffic counts (June 2021) to create a growth factor to be applied to the key study location of Gateway Plaza at Valley Boulevard. Based on the AM and PM peak hour traffic count comparison by movement and averaged for the entire intersection, the

AM peak hour growth factor is 1.3670 (136.70%) and the PM peak hour growth factor is 1.0883 (108.83%).

Figures 3-2 and 3-3 illustrate the existing AM and PM peak hour traffic volumes at the two (2) key study intersections evaluated in this report, respectively. Appendix B contains the detailed peak hour traffic count sheets for the key intersections evaluated in this report, the historical data, the growth factor calculation worksheet and the intersection volume adjustment worksheets.

3.3 Level Of Service (LOS) Analysis Methodologies

AM and PM peak hour operating conditions for the key study intersections were evaluated using the methodology outlined in *Chapter 19 of the Highway Capacity Manual 6 (HCM 6)* for signalized intersections.

3.3.1 Highway Capacity Manual (HCM) Method of Analysis (Signalized Intersections)

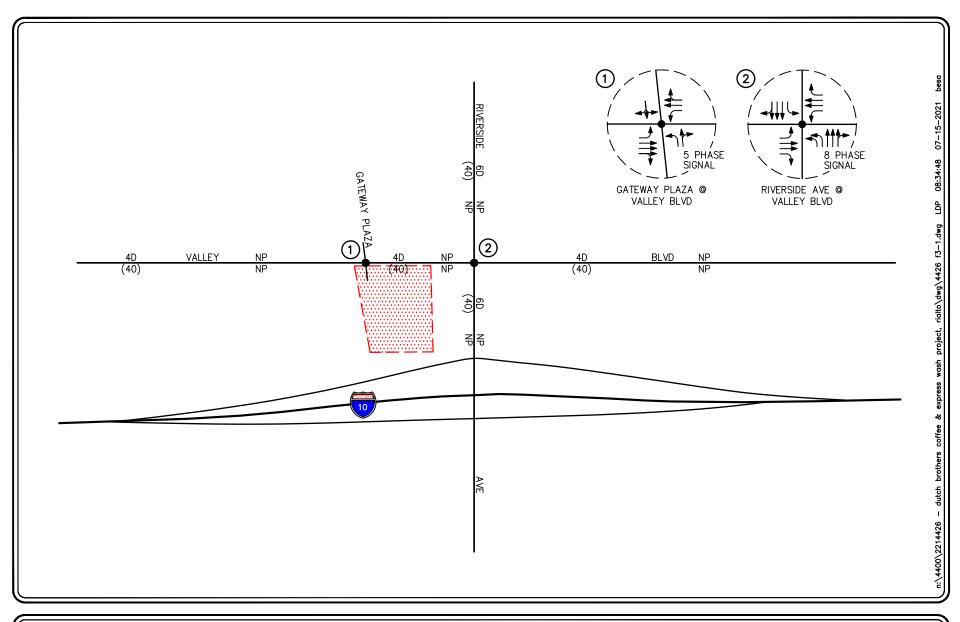
Based on the HCM operations method of analysis, level of service for signalized intersections and approaches is defined in terms of control delay, which is a measure of the increase in travel time due to traffic signal control, driver discomfort, and fuel consumption. Control delay includes the delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue, and the time needed for vehicles to accelerate to their desired speed. LOS criteria for traffic signals are stated in terms of the control delay in seconds per vehicle. The LOS thresholds established for the automobile mode at a signalized intersection are shown in *Table 3-1*.

3.4 Impact Criteria and Thresholds

According to City of Rialto criteria, LOS D is the minimum acceptable condition that should be maintained during the morning and evening peak commute hours for intersections. However, per the City of Rialto General Plan – Policy 4-1.20, intersections located along Riverside Avenue, extending from south of the Metrolink train tracks to the City of Rialto southern border, can operate at LOS E. Based on the above, the intersection of Gateway Plaza at Valley Boulevard has a minimum acceptable LOS D and the intersection of Riverside Avenue at Valley Boulevard has a minimum acceptable LOS E.

Project related impacts are identified by comparing without Project conditions to with Project conditions based on the following criteria:

- If the LOS deteriorates from an acceptable LOS D or better to an unacceptable LOS E or F; or
- If the proposed Project increases the intersection delay as detailed below:
 - \circ LOS A/B = Delay increases by 10.0 seconds or more
 - o LOS C = Delay increases by 8.0 seconds or more
 - o LOS D = Delay increases by 5.0 seconds or more
 - o LOS E = Delay increases by 2.0 seconds or more
 - o LOS F = Delay increases by 1.0 second or more





No scale

KEY

= APPROACH LANE ASSIGNMENT
■ TRAFFIC SIGNAL, ▼ = STOP SIGN

P = PARKING, NP = NO PARKING

U = UNDIVIDED, D = DIVIDED

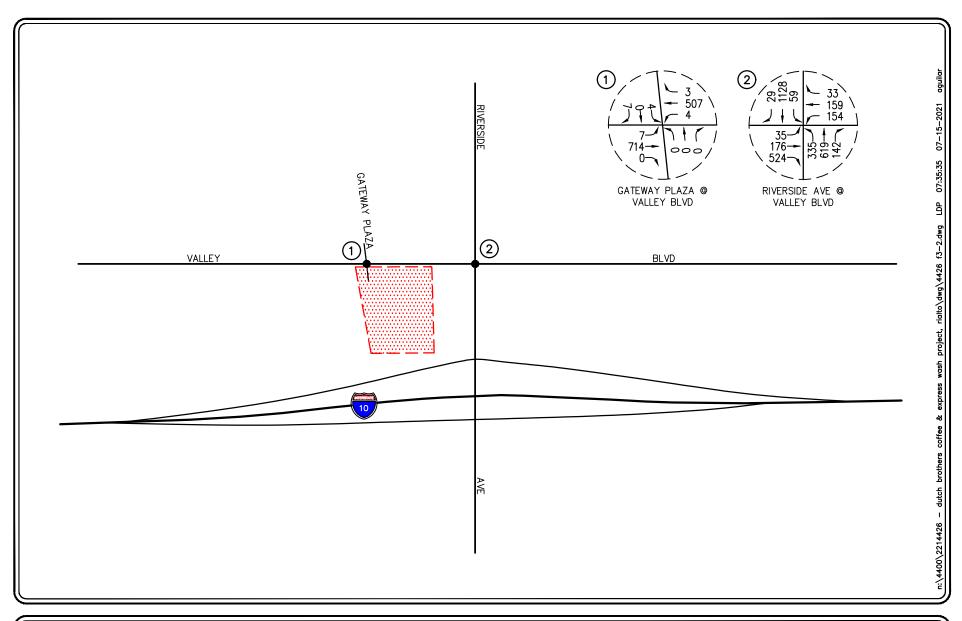
= PROJECT SITE

2 = NUMBER OF TRAVEL LANES (XX)= POSTED SPEED LIMIT (MPH)

<u>EY</u>

FIGURE 3-1

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS





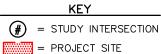
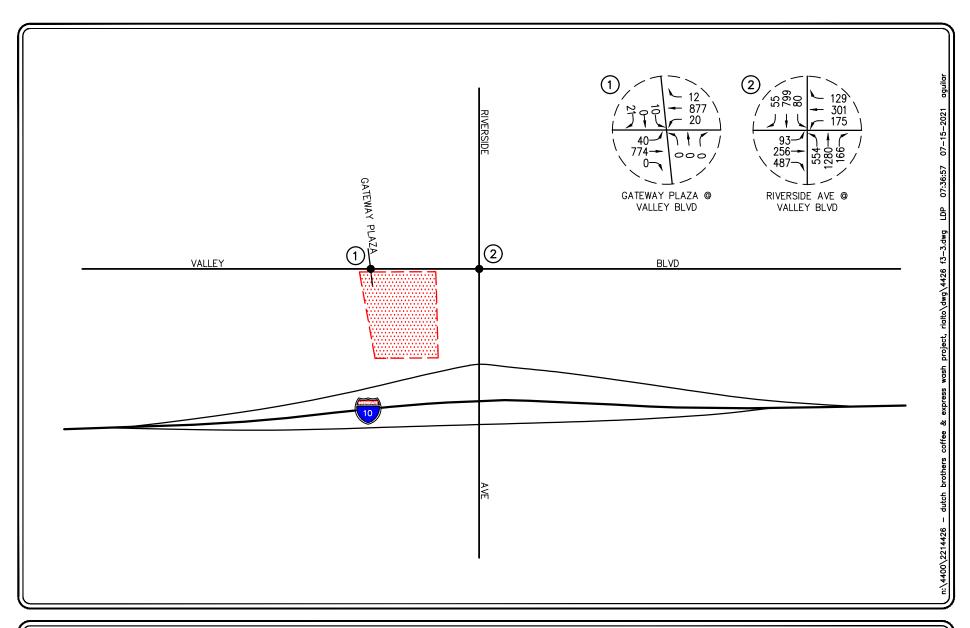


FIGURE 3-2

EXISTING AM PEAK HOUR TRAFFIC VOLUMES







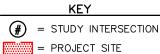


FIGURE 3-3

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

Table 3-1

Level of Service Criteria For Signalized Intersections (HCM 6 Methodology)¹

Level of Service	Control Delay Per Vehicle	
(LOS)	(seconds/vehicle)	Level of Service Description
A	≤ 10.0	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
В	$> 10.0 \text{ and} \le 20.0$	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
С	> 20.0 and ≤ 35.0	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35.0 and ≤ 55.0	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high <i>v/c</i> ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and ≤ 80.0	Very long traffic delays This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent occurrences.
F	≥ 80.0	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

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Source: Highway Capacity Manual 6, Chapter 19: Signalized Intersections.

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations and/or rates to the Project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound Project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds.

Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway segments and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast Project traffic. If necessary, the need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Trip Generation Forecast

Trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 10th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2017].

Table 5-1 summarizes the trip generation rates used in forecasting the vehicular trips generated by the existing land use and the proposed Project and presents the forecast daily and peak hour project traffic volumes for a "typical" weekday. As shown in the upper portion of Table 5-1, the trip generation potential for the existing land use was forecast using ITE Land Use Code 931: Quality Restaurant trip rates. The trip generation potential for the proposed Project was forecast using ITE Land Use Code 937: Coffee/Donut Shop With Drive-Through Window trip rates. In addition, the express wash trip rates are based on driveway traffic counts conducted on Friday (2/7/2014) at Victorville Speedwash (12147 Industrial Boulevard, Victorville), which generally has similar characteristics to that of the proposed express wash (i.e. equipment, service rates, etc.). Refer to Appendix B for the Victorville Speedwash driveway traffic count details utilized to develop the express wash trip rates.

Review of the middle portion of *Table 5-1* indicates that the existing land use would generate approximately 754 daily trips, with 7 trips (4 inbound, 3 outbound) produced in the AM peak hour and 58 trips (39 inbound, 19 outbound) produced in the PM peak hour on a "typical" weekday. Review of the lower portion of *Table 5-1* indicates that the proposed Project is forecast to generate 1,428 daily trips, with 110 trips (59 inbound, 51 outbound) produced in the AM peak hour and 120 trips (60 inbound, 60 outbound) produced in the PM peak hour on a "typical" weekday.

As shown at the bottom of *Table 5-1*, comparison of the trips generated by the existing land use to the trips generated by the proposed Project shows that the proposed Project will generate 674 greater net daily trips, 103 greater net AM peak hour trips and 62 greater net PM peak hour trips. The potential impact of these net additional trips are assessed in the traffic study.

It should be noted that the aforementioned overall trip generation includes adjustments for pass-by per the *Trip Generation Handbook*, 3rd Edition, published by ITE, to account for trips that are already in the everyday traffic stream on the adjoining streets (i.e. Valley Boulevard) and will stop as they pass by the Project site as a matter of convenience on their path to another destination. The pass-by reduction factors utilized are summarized in the footnotes of *Table 5-1*.

The trip generation methodology and forecasts were approved by City of Rialto staff prior to proceeding with further analysis.

5.2 Project Traffic Distribution and Assignment

Figure 5-1 illustrates the directional traffic distribution pattern for the proposed Project. Project traffic volumes both entering and exiting the project site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. I-10 Freeway),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals, and
- ingress/egress availability at the project site.

It should be noted that the Project trip distribution pattern was submitted to City staff for their review and approval prior to proceeding with further analyses.

The anticipated AM and PM peak hour project traffic volumes associated with the proposed Project are presented in *Figures 5-2* and *5-3*, respectively. The traffic volume assignments presented in *Figures 5-2* and *5-3* reflect the traffic distribution characteristics shown in *Figure 5-1* and the traffic generation forecast presented in *Table 5-1*.

TABLE 5-1
PROJECT TRIP GENERATION RATES AND FORECAST²

	Daily	AM	l Peak H	our	PM Peak Hour			
Description	2-Way	Enter	Exit	Total	Enter	Exit	Total	
Trip Generation Rates:								
• Empirical Trip Generation Estimation for Speed Wash (TE/LFWT) ³	8.663	0.275	0.204	0.479	0.450	0.463	0.913	
931: Quality Restaurant (TE/TSF)	83.84	50%	50%	0.73	67%	33%	7.80	
• 937: Coffee/Donut Shop With Drive-Through Window (TE/TSF)	820.38	51%	49%	88.99	50%	50%	43.38	
Existing Vacant Trip Generation Forecasts:								
Hometown Buffet (10,000 SF)	838	4	3	7	52	26	78	
Pass-by Trips ⁴	<u>-84</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-13</u>	<u>-7</u>	<u>-20</u>	
Existing Restaurant Total	754	4	3	7	39	19	58	
Proposed Project Trip Generation Forecasts:								
Dutch Brothers Coffee (950 SF)	779	43	42	85	21	20	41	
Pass-by Trips ⁴	<u>-195</u>	<u>-11</u>	<u>-10</u>	<u>-21</u>	<u>-5</u>	<u>-5</u>	<u>-10</u>	
Dutch Brothers Coffee Subtotal	584	32	32	64	16	15	31	
• Express Wash (130 LFWT)	1,126	36	26	62	59	60	119	
Pass-by Trips ⁴	<u>-282</u>	<u>-9</u>	<u>-7</u>	<u>-16</u>	<u>-15</u>	<u>-15</u>	<u>-30</u>	
Express Wash Subtotal	844	27	19	46	44	45	89	
Proposed Project Total	1,428	59	51	110	60	60	120	
Total Net Project Trip Generation	674	55	48	103	21	41	62	

Notes:

- TE/LFWT = Trip end per Linear Feet Wash Tunnel
- TE/TSF = Trip end per 1,000 SF

Dutch Brothers Coffee & Express Wash Project, Rialto

Source: *Trip Generation*, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).

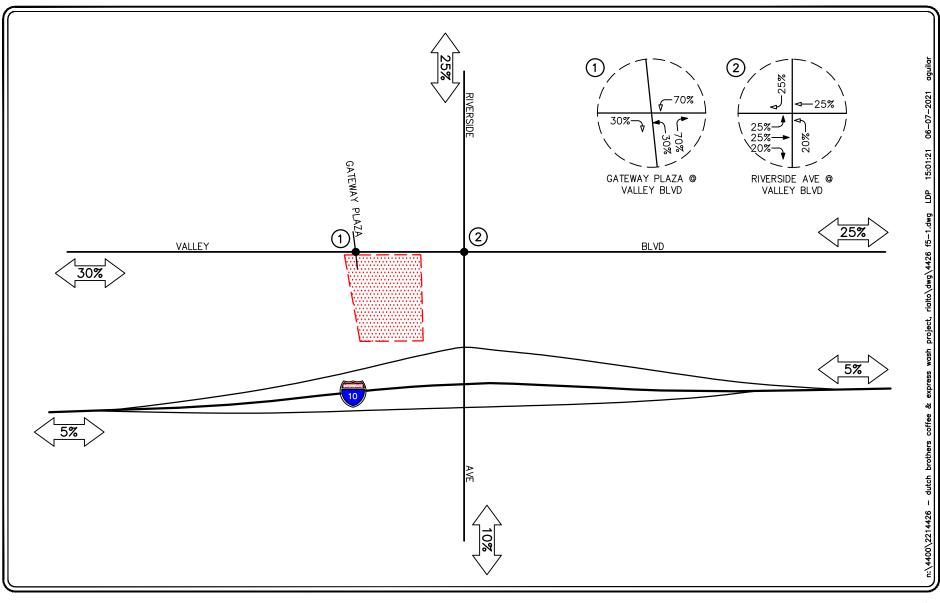
Based on driveway traffic counts conducted on Friday (2/7/2014) at Victorville Speedwash (12147 Industrial Boulevard, Victorville). Refer to Appendix B for the Victorville Speedwash driveway traffic count details utilized to develop the express wash trip rates.

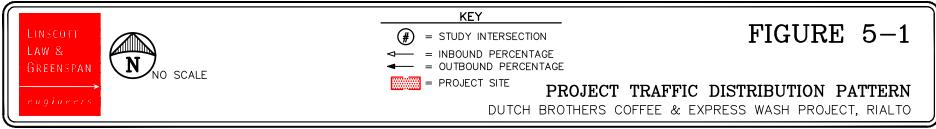
Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. For this analysis, the following pass-by reduction factors were used (Source: *Trip Generation Handbook*, 3rd *Edition*, ITE 2017):

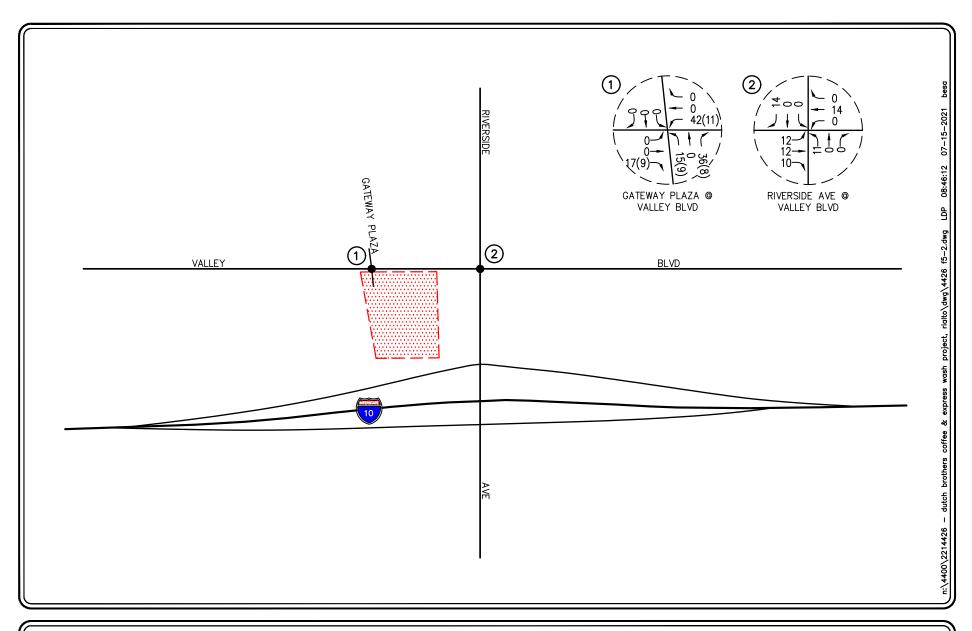
^{• 931:} Quality Restaurant: Daily/AM peak hour/PM peak hour – Assume 10%/0%/25%

 ^{937:} Coffee/Donut Shop With Drive-Through Window: Daily/AM peak hour/PM peak hour – Assume 25%/25%/25%

[■] Express Wash: Daily/AM peak hour/PM peak hour – Assume 25%/25%/25%









KEY

#) = STUDY INTERSECTION

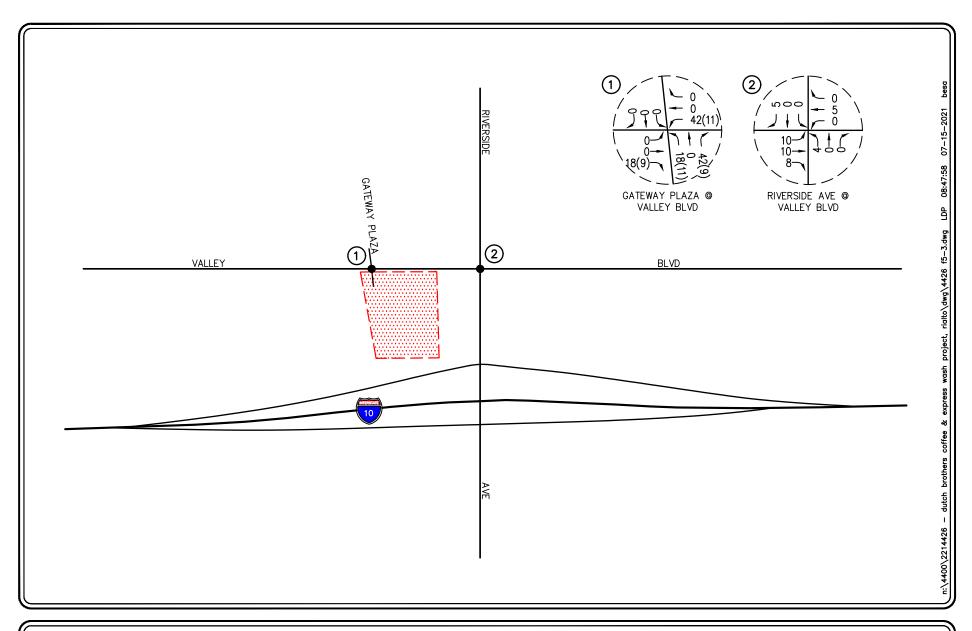
(XX) = PASS-BY TRIPS

= PROJECT SITE

PROJECT ONLY AM PEAK HOUR TRAFFIC VOLUMES

DUTCH BROTHERS COFFEE & EXPRESS WASH PROJECT, RIALTO

FIGURE 5-2





KEY

#) = STUDY INTERSECTION

(XX) = PASS-BY TRIPS

= PROJECT SITE

PROJECT ONLY PM PEAK HOUR TRAFFIC VOLUMES

DUTCH BROTHERS COFFEE & EXPRESS WASH PROJECT, RIALTO

FIGURE 5-3

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Existing With Project Traffic Volumes

The estimates of Project generated traffic volumes were added to Existing traffic conditions to develop traffic projections for Existing With Project traffic conditions. *Figures 6-1* and *6-2* present the anticipated AM and PM peak hour Existing With Project traffic volumes, respectively at the two (2) key study intersections.

6.2 Year 2023 With Project Traffic Volumes

6.2.1 Ambient Traffic Growth

Horizon year, background traffic growth estimates have been calculated using an ambient growth factor. The ambient traffic growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at two percent (2.0%) per year. Applied to existing Year 2021 traffic volumes results in a four percent (4.0%) growth in existing volumes to horizon year 2023.

6.2.2 Cumulative Projects Traffic Characteristics

In order to make a realistic estimate of future on-street conditions prior to implementation of the Project, the status of other known development projects (cumulative projects) has been researched at the City of Rialto, City of Colton, and County of San Bernardino. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development. Based on our research, there are ten (10) cumulative projects in the City of Rialto, one (1) cumulative project in the City of Colton, and eleven (11) cumulative projects in the County of San Bernardino within the vicinity of the subject site. These twenty-two (22) planned and/or approved cumulative projects were considered in the cumulative traffic analysis for this project.

Table 6-1 provides the location and a brief description for each of the twenty-two (22) cumulative projects. **Figure 6-3** graphically illustrates the location of the cumulative projects. These cumulative projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections.

Table 6-2 presents the development totals and resultant trip generation for the twenty-two (22) cumulative projects. As shown in *Table 6-2*, the twenty-two (22) cumulative projects are forecast to generate a combined total of 18,269 daily trips, with 1,120 trips (621 inbound and 499 outbound) forecast during the AM peak hour and 1,133 trips (517 inbound and 616 outbound) forecast during the PM peak hour.

The AM and PM peak hour traffic volumes associated with the twenty-two (22) cumulative projects in the Year 2023 are presented in *Figures 6-4* and *6-5*, respectively. Cumulative project trips were developed using the rates/equations contained within the 10th Edition of *Trip Generation* and/or from

available traffic studies and distributed to the study area using traffic engineering judgement and/or available traffic studies.

6.2.3 Existing With Ambient Growth Year 2023 With Project Traffic Volumes

Figures 6-6 and *6-7* illustrate the Year 2023 forecast AM and PM peak hour existing plus ambient growth traffic volumes, without the inclusion of the trips generated by the proposed Project, respectively.

Figures 6-8 and *6-9* illustrate the Year 2023 forecast AM and PM peak hour existing plus ambient growth traffic volumes, with the inclusion of the trips generated by the proposed Project, respectively.

6.2.4 Existing With Ambient Growth Year 2023 With Cumulative With Project Traffic Volumes

Figures 6-10 and *6-11* illustrate the Year 2023 cumulative forecast AM and PM peak hour traffic volumes, without the inclusion of the trips generated by the proposed Project, respectively.

Figures 6-12 and *6-13* illustrate the Year 2023 cumulative forecast AM and PM peak hour traffic volumes, with the inclusion of the trips generated by the proposed Project, respectively.

Table 6-1
Location and Description of Cumulative Projects⁵

No.	Cumulative Project	Location/Address	Description
City	of Rialto		-
1.	MC 2020-0013	NWC of Valley Boulevard and Willow Avenue	492,000 SF Warehouse
2.	MC 2019-0052	185 West Santa Ana Avenue	55,000 SF Warehouse
3.	MC 2021-0001	313 South Riverside Avenue	21,000 SF Self-Storage
4.	MC 2020-0056	1610 South Riverside Avenue	18,000 SF Self-Storage
5.	MC 2020-0027	West of Riverside Avenue and North of Jurupa Avenue	8,827 SF Auto Repair
6.	MC 2017-0024	264 West Jurupa Avenue	257,004 SF Self Storage
7.	MC 2020-0031	Between Lilac Avenue and Cactus Avenue, South of Slover Avenue	47,000 SF Warehouse
8.	MC 2020-0032	223 South Olive Avenue	6,000 SF Industrial
9.	MC 2019-0038	2805 South Industrial Drive	4,200 SF Warehouse
10.	MC 2019-0029	571 West Slover Avenue	9,350 SF Industrial Addition
<u>City</u>	of Colton		
11.	Wildrose Village	South of San Bernardino Avenue and West of Woodpine Avenue	85 DU Multifamily Addition
Coun	nty of San Bernardino		
12.	PREA-2019-00158	NEC of Cedar Avenue and San Bernardino Avenue	5,187 SF Convenience store 1,263 SF Carwash 10 Pumps Gas Station
13.	PREA-2019-00113	North of Valley Boulevard and West of Linden Avenue	47,000 SF Warehouse 3,000 SF Office 90 Container Parking 30 Truck Parking
14.	PREA-2020-00117	North of Valley Boulevard and East of Portola Avenue	2,206 SF Office
15.	18745 Valley Boulevard Gas Station	18745 Valley Boulevard	12 Pumps Gas Station 2,200 SF Convenience Store
16.	P201600435	NEC of Cedar Avenue and Orange Street	184,770 SF Warehouse

⁵ Source: City of Rialto, City of Colton, and County of San Bernardino Planning Department staff.

TABLE 6-1(CONTINUED) LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS⁶

No.	Cumulative Project	Location/Address	Description
17.	P201600613	18653 Slover Avenue	4,507 SF Convenience store 1,305 SF Fast Food Restaurant 16 Pumps
18.	PROJ-2020-00127	South of Slover Avenue and West of Cactus Avenue	300,000 SF Warehouse
19.	PROJ-2020-00003	SWC of Santa ana Avenue and Cedar Avenue	5,200 SF Convenience Store 1,263 SF Car Wash 10 pumps
20.	PROJ-2019-00079	SEC OF Santa ana Avenue and Cedar Ave	9,990 SF Convenience Store 15 pumps 5,800 SF Fast Food Restaurant with Drive thru
21.	P201900307	11279 Cedar Avenue	5,000 SF Convenience Store 4 Pumps 2,634 SF Car Wash 2,550 SF Fast Food Restaurant with Drive thru 2,244 SF Storage
22.	P201800654	11342 Spruce Avenue	2,540 SF Church Expansion

Notes

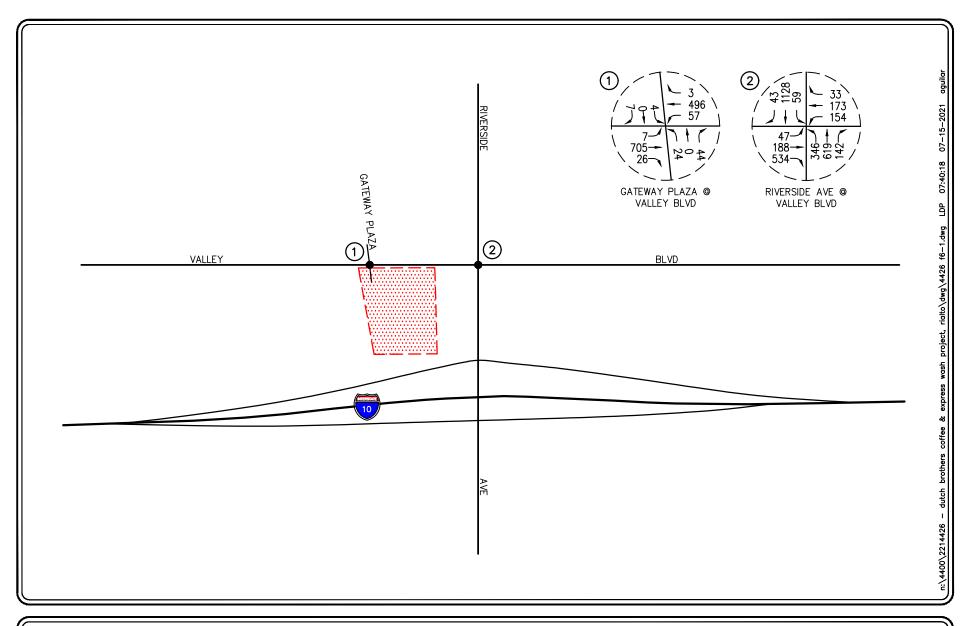
- DU = Dwelling Units
- SF = Square-Feet

⁶ Source: City of Rialto, City of Colton, and County of San Bernardino Planning Department staff.

Table 6-2
Cumulative Projects Traffic Generation Forecast⁷

	Daily	A	M Peak Ho	ur	P	PM Peak Hour		
Cumulative Project Description	2-Way	In	Out	Total	In	Out	Total	
1. MC 2020-0013	856	65	19	84	25	68	93	
2. MC 2019-0052	96	7	2	9	3	7	10	
3. MC 2021-0001	32	1	1	2	2	2	4	
4. MC 2020-0056	27	1	1	2	1	2	3	
5. MC 2020-0027	144	12	5	17	8	12	20	
6. MC 2017-0024	388	16	10	26	21	23	44	
7. MC 2020-0031	82	6	2	8	2	7	9	
8. MC 2020-0032	30	4	0	4	1	3	4	
9. MC 2019-0038	7	1	0	1	0	1	1	
10. MC 2019-0029	46	6	1	7	1	5	6	
11. Wildrose Village	622	9	30	39	30	18	48	
12. PREA-2019-00158	1,729	54	53	107	51	50	101	
13. PREA-2019-00113	133	10	3	13	3	11	14	
14. PREA-2020-00117	21	3	0	3	0	3	3	
15. 18745 Valley Boulevard Gas Station	1,848	29	28	57	38	36	74	
16. P201600435	321	24	7	31	9	26	35	
17. P201600613	3,105	95	93	188	90	89	179	
18. PROJ-2020-00127	522	39	12	51	15	42	57	
19. PROJ-2020-00003	1,729	54	53	107	51	50	101	
20. PROJ-2019-00079	4,642	141	138	279	125	120	245	
21. P201900307	1,871	43	41	84	41	40	81	
22. P201800654	18	1	0	1	0	1	1	
Cumulative Projects Trip Generation Forecast	18,269	621	499	1,120	517	616	1,133	

Source: Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017), unless otherwise noted.





NO SCALE

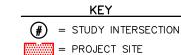
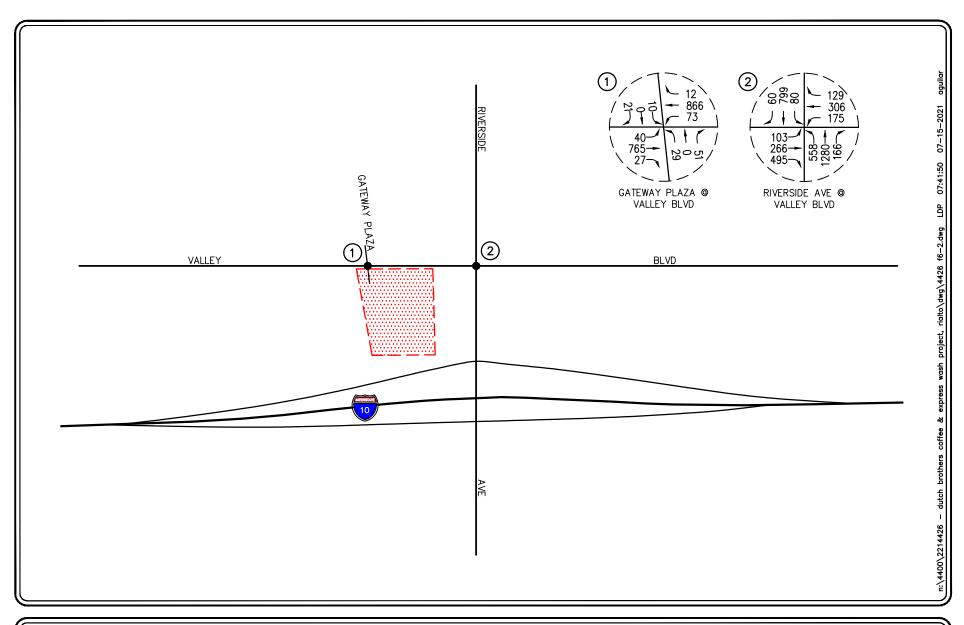


FIGURE 6-1

EXISTING WITH PROJECT AM PEAK HOUR TRAFFIC VOLUMES







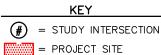


FIGURE 6-2

EXISTING WITH PROJECT PM PEAK HOUR TRAFFIC VOLUMES

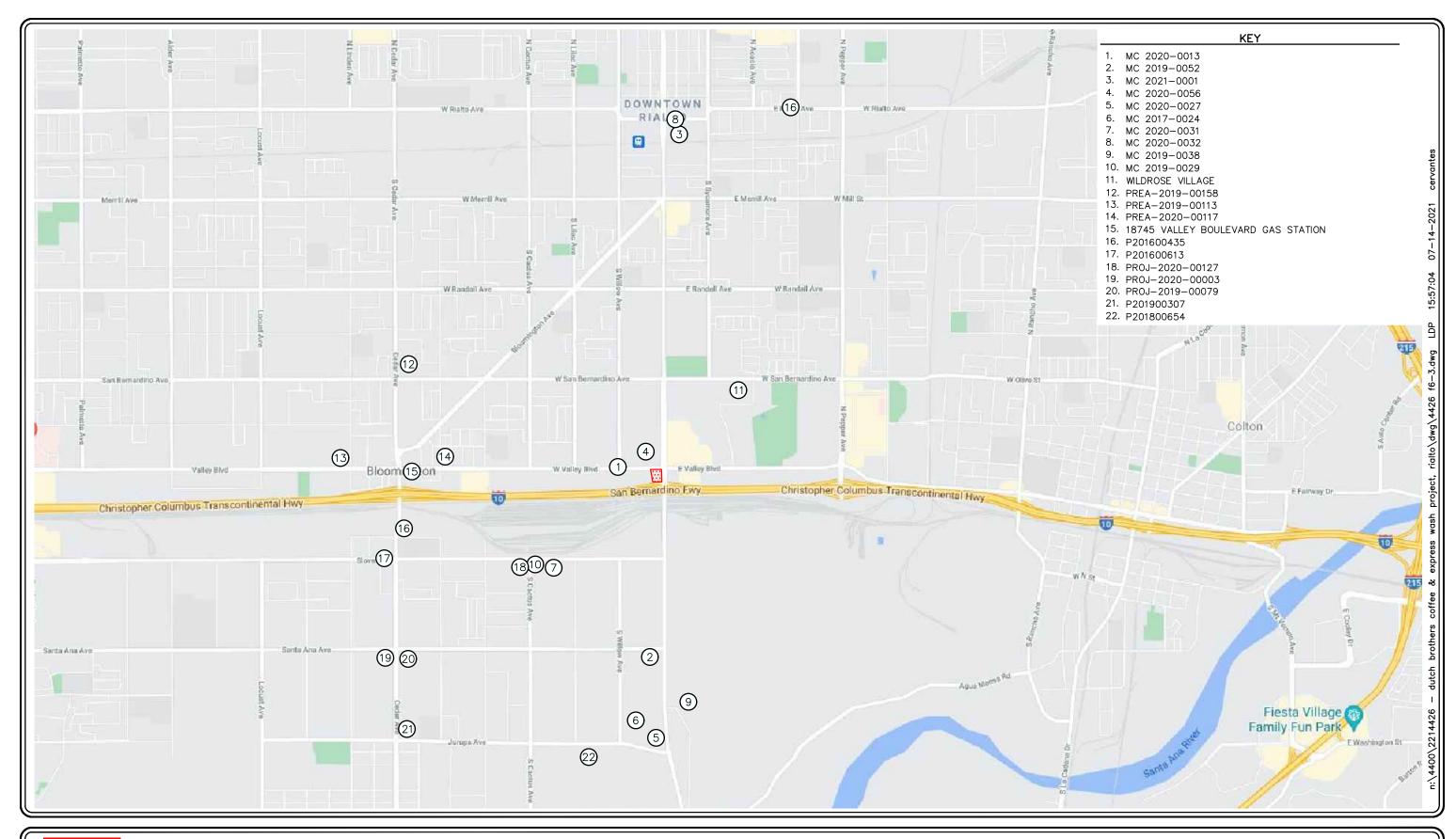


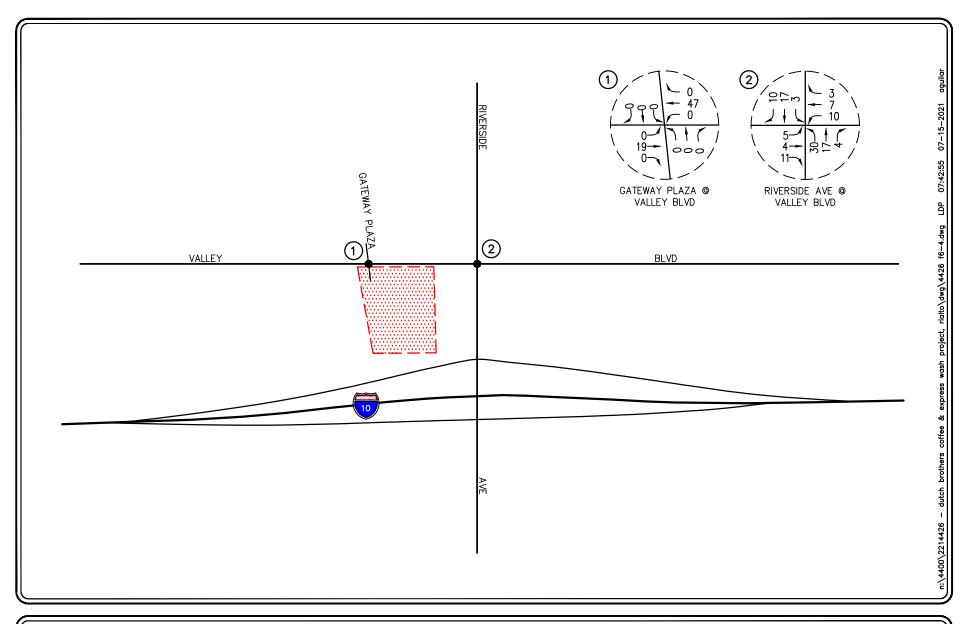




FIGURE 6-3

LOCATION OF CUMULATIVE PROJECTS

DUTCH BROTHERS COFFEE & EXPRESS WASH PROJECT, RIALTO





NO SCALE

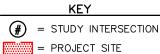
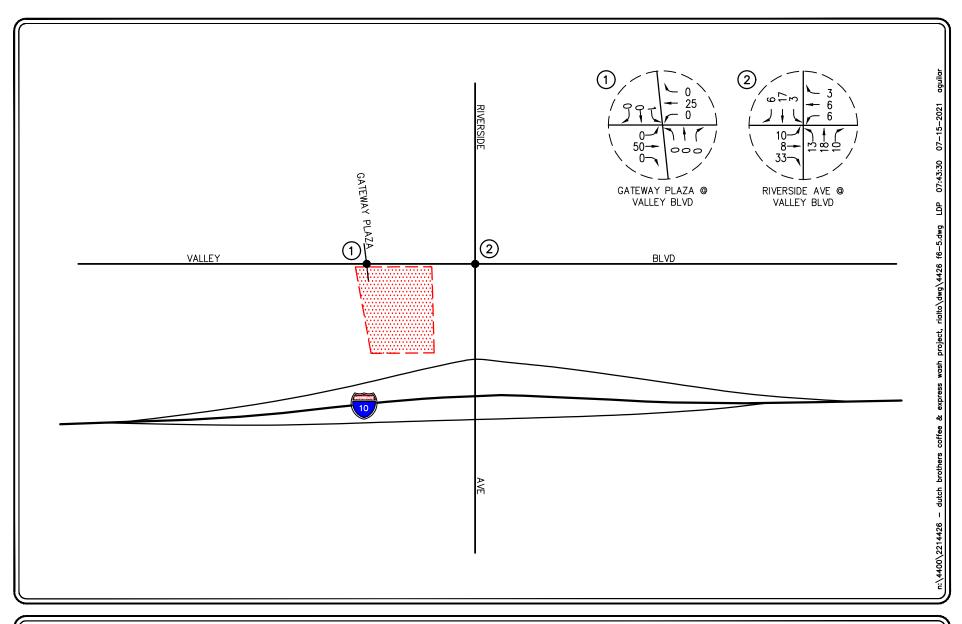


FIGURE 6-4

CUMULATIVE PROJECT ONLY AM PEAK HOUR TRAFFIC VOLUMES



KEY



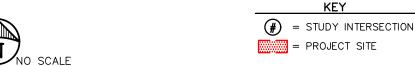
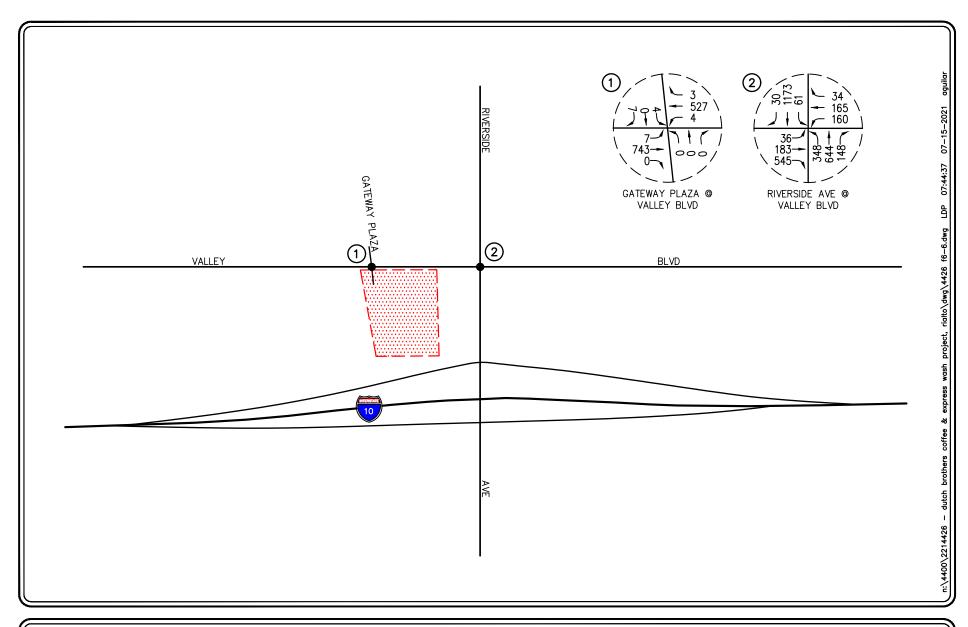


FIGURE 6-5

CUMULATIVE PROJECT ONLY PM PEAK HOUR TRAFFIC VOLUMES





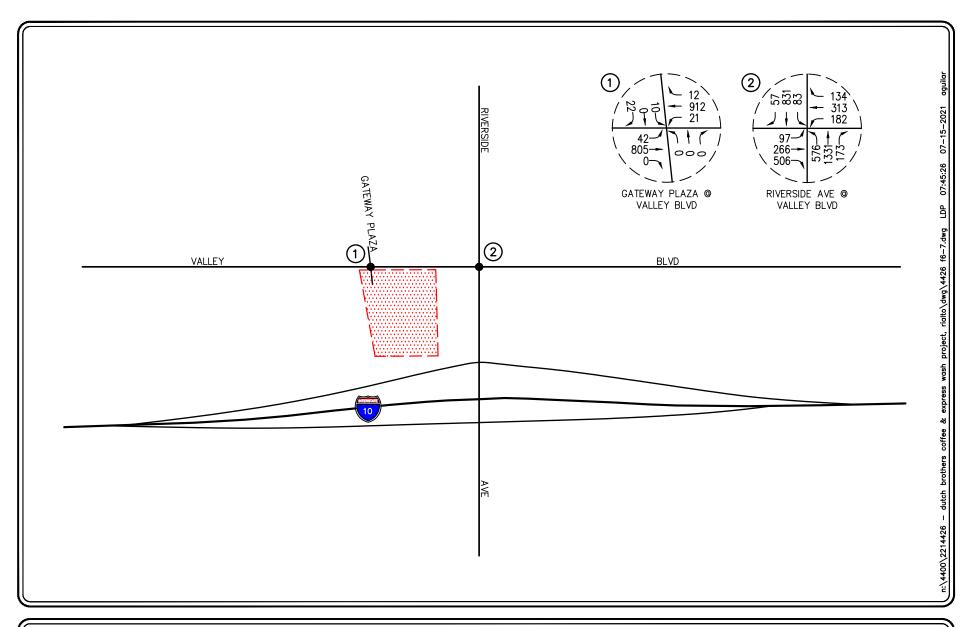
KEY

#) = STUDY INTERSECTION

FIGURE 6-6

= PROJECT SITE

YEAR 2023 EXISTING WITH AMBIENT GROWTH WITHOUT PROJECT AM PEAK HOUR TRAFFIC VOLUMES





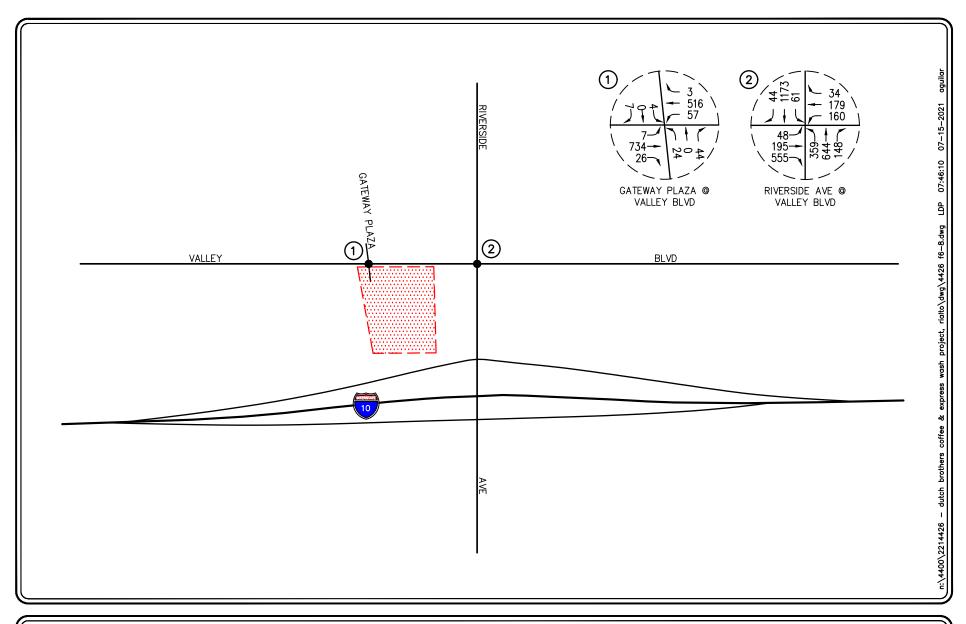
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(#) = STUDY INTERSECTION

FIGURE 6-7

= PROJECT SITE

YEAR 2023 EXISTING WITH AMBIENT GROWTH WITHOUT PROJECT PM PEAK HOUR TRAFFIC VOLUMES





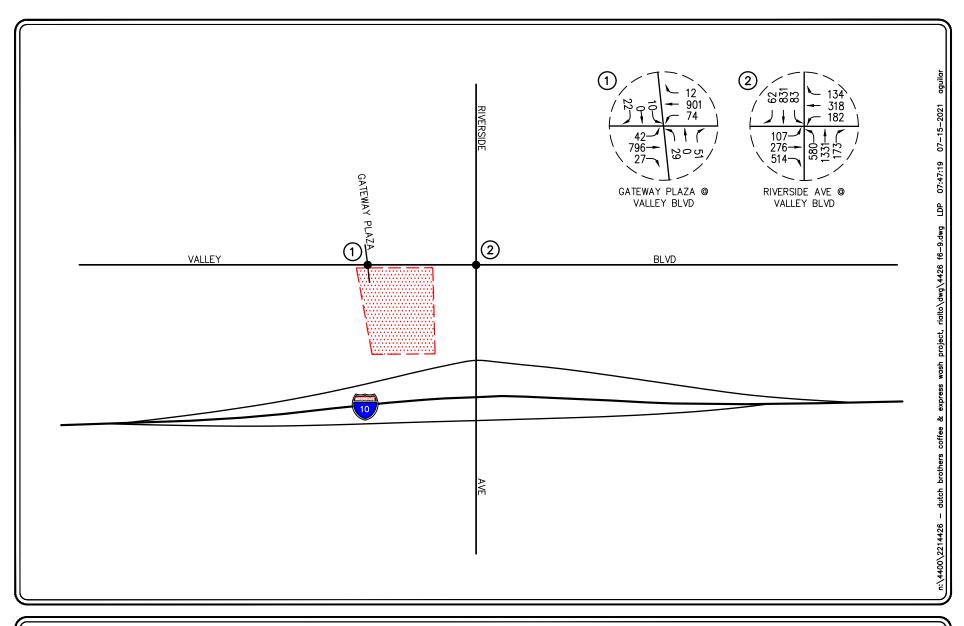
KEY

#) = STUDY INTERSECTION

FIGURE 6-8

= PROJECT SITE

YEAR 2023 EXISTING WITH AMBIENT GROWTH WITH PROJECT AM PEAK HOUR TRAFFIC VOLUMES





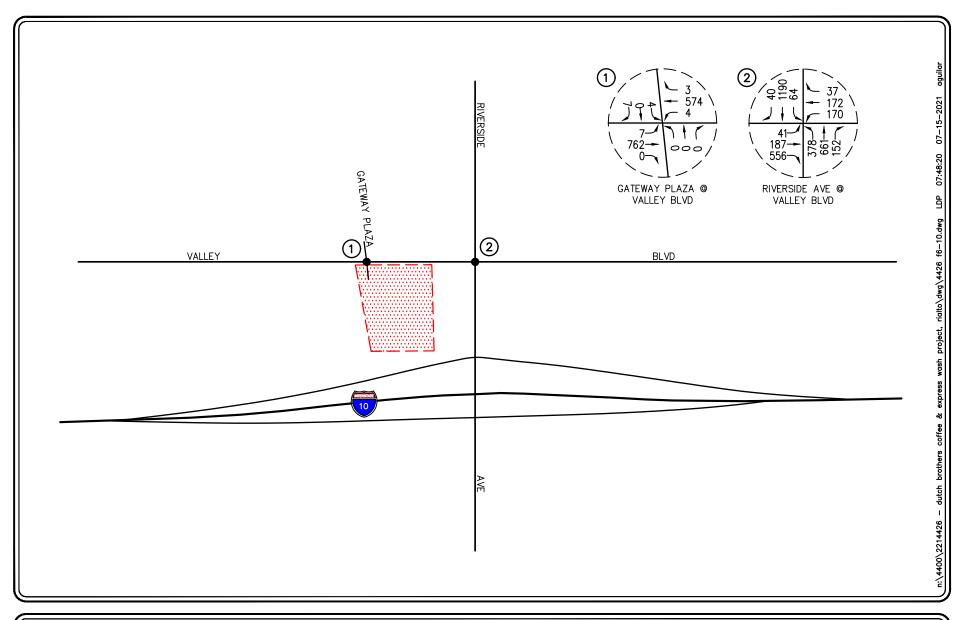
KEY

#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 6-9

YEAR 2023 EXISTING WITH AMBIENT GROWTH WITH PROJECT PM PEAK HOUR TRAFFIC VOLUMES





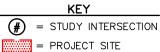
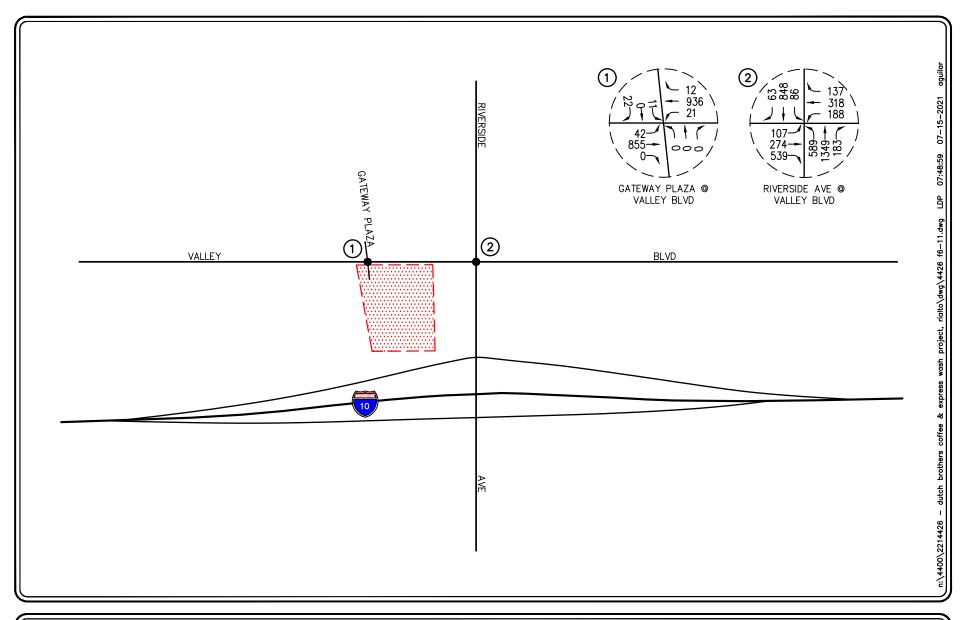


FIGURE 6-10

YEAR 2023 EXISTING WITH AMBIENT GROWTH WITH CUMULATIVE WITHOUT PROJECT AM PEAK HOUR TRAFFIC VOLUMES







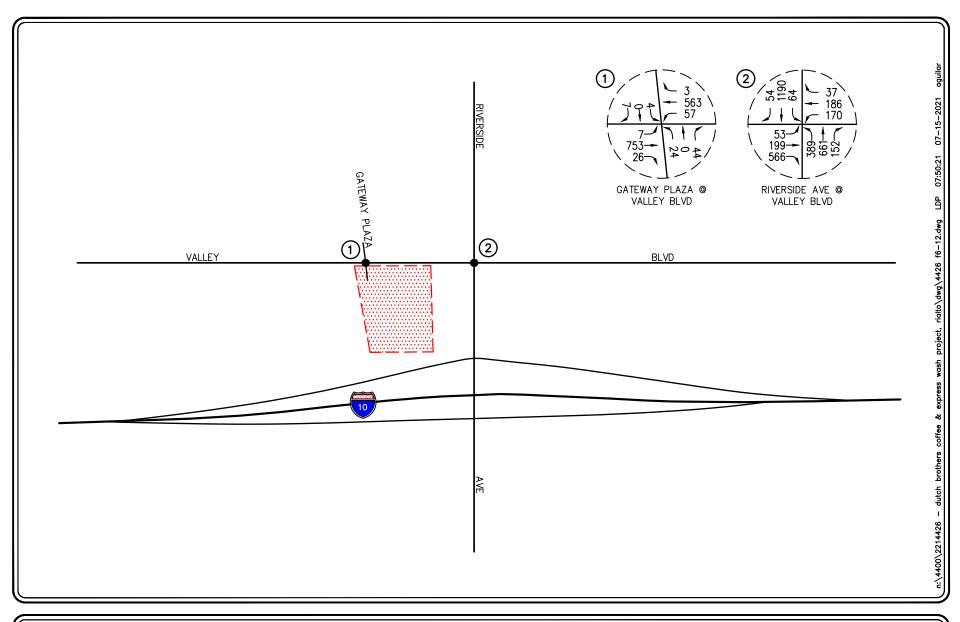
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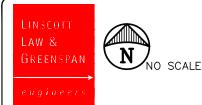
#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 6-11

YEAR 2023 EXISTING WITH AMBIENT GROWTH WITH CUMULATIVE WITHOUT PROJECT PM PEAK HOUR TRAFFIC VOLUMES





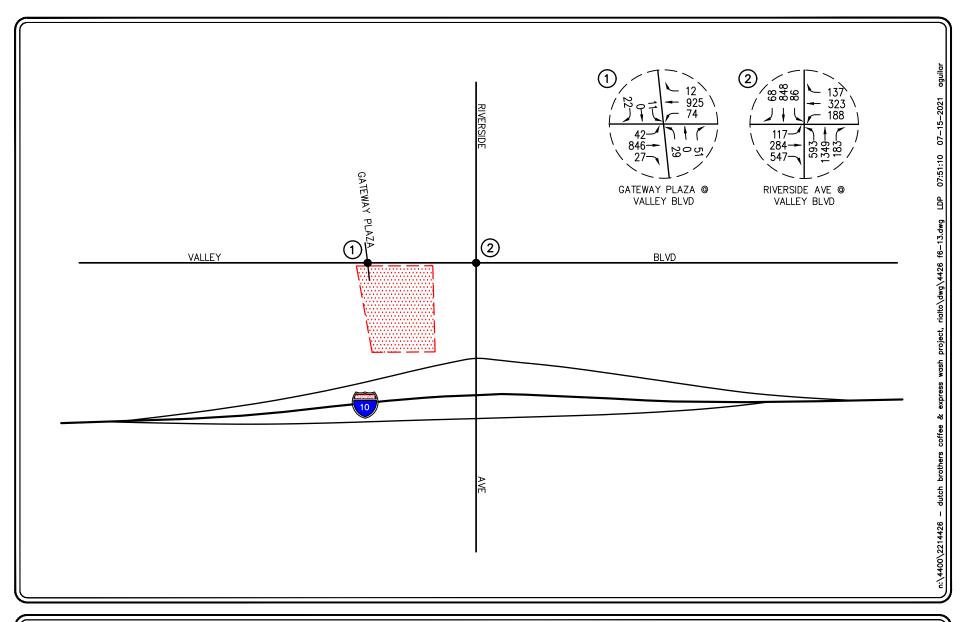
KEY

= STUDY INTERSECTION

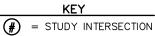
= PROJECT SITE

FIGURE 6-12

YEAR 2023 EXISTING WITH AMBIENT GROWTH WITH CUMULATIVE WITH PROJECT AM PEAK HOUR TRAFFIC VOLUMES







= PROJECT SITE

FIGURE 6-13

YEAR 2023 EXISTING WITH AMBIENT GROWTH WITH CUMULATIVE WITH PROJECT PM PEAK HOUR TRAFFIC VOLUMES

7.0 Existing With Project Analysis

Table 7-1 summarizes the peak hour Level of Service results at the two (2) key study intersections for existing traffic conditions, without and with the proposed Project. The first column (1) of Delay/LOS values in *Table 7-1* presents a summary of Existing AM and PM peak hour traffic conditions. The second column (2) presents forecast Existing With Project traffic conditions. The third column (3) shows whether the traffic associated with the Project will have an impact based on the LOS standards and impact criteria defined in this report.

7.1 Existing Traffic Conditions

Review of column (1) of *Table 7-1* indicates that for Existing traffic conditions, the two (2) key study intersections currently operate at acceptable LOS D or better during the AM and PM peak hours when compared to the LOS standards defined in this report.

7.2 Existing With Project Traffic Conditions

Review of columns (2) and (3) of *Table 7-1* indicates that traffic associated with the proposed Project <u>will not</u> impact the two (2) key study intersections when compared to the LOS standards and impact criteria specified in this report. The two (2) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.

Appendix C contains the Delay/LOS calculation worksheets for Existing and Existing With Project Traffic Conditions.

TABLE 7-1

EXISTING WITH PROJECT CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection		inimum ceptable LOS		(1 Exist Traffic Co	ting	(2 Existing Wi Traffic Co	ith Project	(3 Imp	3) pact
		Min Acc I	Time Period	Delay	LOS	Delay	LOS	Delay Increase	Yes/No
1	Gateway Plaza at	D	AM	2.4 s/v	A	7.5 s/v	A	5.1 s/v	No
1.	Valley Boulevard		PM	5.4 s/v	A	9.1 s/v	A	3.7 s/v	No
2	Riverside Avenue at	Е	AM	43.9 s/v	D	44.9 s/v	D	1.0 s/v	No
2.	Valley Boulevard	£	PM	47.7 s/v	D	48.4 s/v	D	0.7 s/v	No

Notes:

- s/v = seconds per vehicle (delay)
- Bold Delay/LOS values indicate adverse service levels based on the LOS standards mentioned in this report.

8.0 EXISTING WITH AMBIENT GROWTH (YEAR 2023) WITH PROJECT ANALYSIS

Table 8-1 summarizes the AM and PM peak hour Level of Service results at the two (2) key study intersections for Existing With Ambient Growth (Year 2023) With Project traffic conditions. The first column (1) of Delay/LOS values in Table 8-1 presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in Table 7-1). The second column (2) presents forecast existing with ambient growth (Year 2023) traffic conditions and the third column (3) identifies forecast existing with ambient growth (Year 2023) with project traffic conditions. The fourth column (4) indicates whether the traffic associated with the Project will have an impact based on the LOS standards and the impact criteria defined in this report.

8.1 Existing With Ambient Growth (Year 2023) Without Project Traffic Conditions

An analysis of future (Year 2023) traffic conditions indicates that the addition of ambient traffic growth *will not* impact the two (2) key study intersections. The two (2) key study intersections are forecast to continue to operate at acceptable levels of service during the AM and PM peak hours with the addition of ambient traffic growth.

8.2 Existing With Ambient Growth (Year 2023) With Project Traffic Conditions

Review of columns (3) and (4) of *Table 8-1* indicates that traffic associated with the proposed Project *will not* impact the two (2) key study intersections when compared to the LOS standards and impact criteria specified in this report. The two (2) key study intersections are forecast to continue to operate at an acceptable LOS during the AM and PM peak hours with the addition of Project generated traffic to ambient traffic growth (Year 2023).

Appendix D contains the Delay/LOS calculation worksheets for Existing With Ambient Growth Year 2023 Without and With Project Traffic Conditions.

Table 8-1

Existing With Ambient Growth Year 2023 With Project Conditions Peak Hour Intersection Capacity Analysis Summary

		Minimum Acceptable LOS		(1) Existing Traffic Conditions		(2) Existing With Ambient Growth Without Project Traffic Conditions		(3) Existing With Ambient Growth With Project Traffic Conditions		(4) Impact	
Key Intersection		Acı	Time Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay Increase	Yes/No
1	Gateway Plaza at	D	AM	2.4 s/v	A	2.4 s/v	A	7.4 s/v	A	5.0 s/v	No
1.	Valley Boulevard		PM	5.4 s/v	A	5.5 s/v	A	9.1 s/v	A	3.6 s/v	No
	Riverside Avenue at	Е	AM	43.9 s/v	D	46.4 s/v	D	47.7 s/v	D	1.3 s/v	No
2.	Valley Boulevard		PM	47.7 s/v	D	50.7 s/v	D	51.4 s/v	D	0.7 s/v	No

Notes:

- s/v = seconds per vehicle (delay)
- Bold Delay/LOS values indicate adverse service levels based on the LOS standards mentioned in this report.

9.0 Existing With A.G. (Year 2023) With Cumulative With Project Analysis

Table 9-1 summarizes the AM and PM peak hour Level of Service results at the two (2) key study intersections for Existing With Ambient Growth (Year 2023) With Cumulative With Project traffic conditions. The first column (1) of Delay/LOS values in Table 9-1 presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in Table 7-1). The second column (2) presents forecast existing with ambient growth (Year 2023) with cumulative traffic conditions and the third column (3) identifies forecast existing with ambient growth (Year 2023) with cumulative with project traffic conditions. The fourth column (4) indicates whether the traffic associated with the Project will have an impact based on the LOS standards and the impact criteria defined in this report.

9.1 Existing With A.G. (Year 2023) With Cumulative Without Project Traffic Conditions

An analysis of future (Year 2023) traffic conditions indicates that the addition of ambient traffic growth and cumulative traffic <u>will not</u> impact the two (2) key study intersections. The two (2) key study intersections are forecast to continue to operate at acceptable levels of service during the AM and PM peak hours with the addition of ambient traffic growth and cumulative traffic.

9.2 Existing With A.G. (Year 2023) With Cumulative With Project Traffic Conditions

Review of columns (3) and (4) of *Table 9-1* indicates that traffic associated with the proposed Project <u>will not</u> impact the two (2) key study intersections when compared to the LOS standards and impact criteria specified in this report. The two (2) key study intersections are forecast to continue to operate at an acceptable LOS during the AM and PM peak hours with the addition of Project generated traffic to ambient traffic growth (Year 2023) and cumulative traffic.

Appendix E contains the Delay/LOS calculation worksheets for Existing With Ambient Growth Year 2023 With Cumulative Without and With Project Traffic Conditions.

Table 9-1

Existing With Ambient Growth Year 2023 With Cumulative With Project Conditions Peak Hour Intersection Capacity Analysis Summary

		Minimum Acceptable LOS		(1) Existing Traffic Conditions		(2) Existing With Ambient Growth With Cumulative Without Project Traffic Conditions		(3) Existing With Ambient Growth With Cumulative With Project Traffic Conditions		(4) Impact	
Key	Intersection	A	Time Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay Increase	Yes/No
1	Gateway Plaza at	D	AM	2.4 s/v	A	2.4 s/v	A	7.2 s/v	A	4.8 s/v	No
1.	Valley Boulevard		PM	5.4 s/v	A	5.5 s/v	A	9.0 s/v	A	3.5 s/v	No
2	Riverside Avenue at	Е	AM	43.9 s/v	D	49.9 s/v	D	51.2 s/v	D	1.3 s/v	No
2.	Valley Boulevard	Ľ	PM	47.7 s/v	D	56.2 s/v	Е	57.1 s/v	Е	0.9 s/v	No

Notes:

- s/v = seconds per vehicle (delay)
- Bold Delay/LOS values indicate adverse service levels based on the LOS standards mentioned in this report.

10.0 SITE ACCESS AND INTERNAL CIRCULATION EVALUATION

10.1 Site Access Evaluation

As presented previously in *Figure 2-2*, access to the project site is currently provided via the intersection of Gateway Plaza at Valley Boulevard (key study intersection #1). As shown previously in *Tables 7-1*, 8-1 and 9-1, the intersection of Gateway Plaza at Valley Boulevard (key study intersection #1) is forecast to operate at acceptable LOS A during the AM and PM peak hours for all traffic analysis scenarios. As such, project access will be adequate. Motorists entering and exiting the Project site will be able to do so without undue congestion.

10.2 Internal Circulation Evaluation

The on-site circulation as illustrated in *Figure 2-2* was evaluated in terms of vehicle-pedestrian conflicts and truck circulation. Based on our review of the site plan, the overall layout does not create significant vehicle-pedestrian conflict points. The project will provide pedestrian access to the existing sidewalk located along Valley Boulevard. Curb return radii have been confirmed and are generally adequate for small service/delivery (Fedex, UPS) trucks, trash trucks and WB-40 delivery trucks. It should be noted that a WB-40 truck is the maximum design vehicle anticipated to access the project site for deliveries. Based on information provided by the project applicant, Dutch Brothers Coffee anticipates one delivery per week on average that will typically occur in the late morning (during off peak hours) and the Express Wash anticipates one chemical delivery per month (during off peak hours). *Figure 10-1* illustrates the turning movement path of a WB-40 truck as it enters the site at the intersection of Gateway Plaza at Valley Boulevard and circulates throughout the site. As shown in *Figure 10-1*, access and circulation for a WB-40 truck is adequate.

10.3 Drive-Through Storage

The drive-through lane for Dutch Brothers Coffee will provide storage for up to seventeen (17) vehicles without encroaching into the internal drive aisles. Based on information provided by Dutch Brothers, the drive-through storage design exceeds the minimum corporate standard of fifteen (15) vehicles, which allows the store to achieve their average service times of 45-seconds per vehicle. It should be noted that additional drive-through storage is provided within a designated lane located within the internal drive aisle to further ensure that vehicles will not impact internal circulation and/or queue back to Valley Boulevard. Therefore, we conclude that adequate storage is provided for the Dutch Brothers Coffee drive-through and vehicles are not anticipated to queue back to Valley Boulevard.

The Express Wash will have the capacity to stack a minimum of twenty (20) vehicles from the pay station without encroaching into the internal drive aisles. Based on information provided by the operator, the express wash can process up to 120 vehicles per hour. Given the trip generation demand forecasted during the peak hours and the processing rate, minimal queuing is anticipated. Therefore, we conclude that adequate storage is provided for the Express Wash and vehicles are not anticipated to interfere with internal circulation and/or queue back to Valley Boulevard.

Appendix F contains the queuing requirements and average service times/processing times as provided by Dutch Brothers and the Express Wash operator.

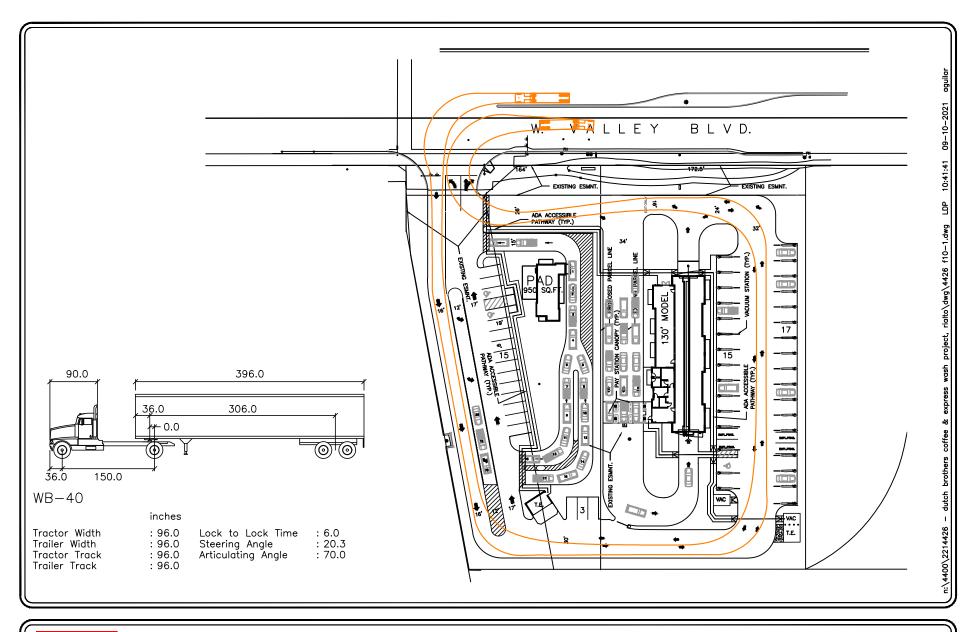




FIGURE 10-1

WB-40 TRUCK TURNING ANALYSIS

DUTCH BROTHERS COFFEE & EXPRESS WASH PROJECT, RIALTO

11.0 Intersection Queuing Analysis

This section of the report addresses City of Rialto staff concerns regarding peak hour left-turn and right-turn stacking/storage lengths for the two (2) key study intersections. Specifically, the following turn pockets at the two (2) key study intersections were evaluated.

- ➤ Intersection No. 1 Gateway Plaza at Valley Boulevard
 - Northbound left-turn lane
 - Northbound shared through/right-turn lane
 - Eastbound left-turn lane
 - Westbound left-turn lane
- ➤ Intersection No. 2 Riverside Avenue at Valley Boulevard
 - Northbound dual left-turn lanes
 - Southbound left-turn lane
 - Eastbound left-turn lane
 - Eastbound right-turn lane
 - Westbound left-turn lane
 - Westbound right-turn lane

A queuing evaluation was prepared for the ten (10) identified turn pockets. The queuing evaluation was conducted based on Existing, Existing With Project, Existing With Ambient Growth, Existing With Ambient Growth With Project, Existing With Ambient Growth With Cumulative and Existing With Ambient Growth With Cumulative With Project peak hour traffic volumes and the Highway Capacity Manual 6th Edition (HCM 6) signalized methodology.

Table 11-1 presents the 95th percentile queuing analysis results for the aforementioned locations for Existing With Project traffic conditions. Column one (1) presents the estimated storage provided, column two (2) presents existing traffic conditions and column three (3) presents existing with project traffic conditions. Review of columns two (2) and three (3) of Table 11-1 indicates that adequate storage is provided at all four locations at the intersection of Gateway Plaza/Valley Boulevard during the AM and PM peak hours for existing traffic conditions and existing with project traffic conditions. Further review of columns two (2) and three (3) of Table 11-1 indicates that adequate storage is not provided for the northbound dual left-turn lanes, the eastbound left-turn lane, the eastbound right-turn lane and the westbound left-turn lane at the intersection of Riverside Avenue/Valley Boulevard during the AM and PM peak hours for existing traffic conditions and existing plus project traffic conditions. However, it should be noted that the proposed Project will add less than 25 feet to these already existing deficient storages at the intersection of Riverside Avenue/Valley Boulevard, which is considered an insignificant change.

Nonetheless, improvements have been identified/recommended at the intersection of Riverside Avenue/Valley Boulevard in order to improve the existing deficient storages at the intersection. The recommended improvements consist of restriping the number two eastbound through lane to a shared through/right-turn lane. The lower portion of *Table 11-1* shows the 95th percentile queue

lengths at the intersection of Riverside Avenue/Valley Boulevard with improvements. As shown, with recommended improvements, the existing deficient storage for the eastbound right-turn lane is now adequate and eastbound right-turning vehicles will not queue past the intersection of Gateway Plaza/Valley Boulevard. It should be noted that the other existing deficient queues generally improve with the recommended improvements and that the overall level of service for the intersection also improves. In order to further address the remaining deficient storages (i.e. the northbound dual left-turn lanes, the eastbound left-turn lane and the westbound left-turn lane), it is recommended that after completion of both the proposed Project and the recommended restriping of the second eastbound through lane to a shared through/right-turn lane that the existing signal timing be reviewed in the field and adjustments implemented (one-time adjustment), if needed, to improve the remaining deficient storages at the intersection of Riverside Avenue/Valley Boulevard.

Table 11-2 presents the 95th percentile queuing analysis results for the aforementioned locations for Year 2023 With Project traffic conditions. Column one (1) presents the estimated storage provided, column two (2) presents existing with ambient growth traffic conditions and column three (3) presents existing with ambient growth with project traffic conditions. Column four (4) presents existing with ambient growth with cumulative traffic conditions and column five (5) presents existing with ambient growth with cumulative with project traffic conditions. Review of columns two (2) through five (5) of Table 11-2 indicates that adequate storage is provided at all four locations at the intersection of Gateway Plaza/Valley Boulevard during the AM and PM peak hours for Existing With Ambient Growth, Existing With Ambient Growth With Project, Existing With Ambient Growth With Cumulative and Existing With Ambient Growth With Cumulative With Project traffic conditions. Further review of columns two (2) through five (5) of Table 11-2 indicates that adequate storage is not provided for the northbound dual left-turn lanes, the eastbound left-turn lane, the eastbound right-turn lane and the westbound left-turn lane at the intersection of Riverside Avenue/Valley Boulevard during the AM and PM peak hours for Existing With Ambient Growth, Existing With Ambient Growth With Project, Existing With Ambient Growth With Cumulative and Existing With Ambient Growth With Cumulative With Project traffic conditions. However, it should be noted that the proposed Project will add less than 30 feet to these already existing deficient storages at the intersection of Riverside Avenue/Valley Boulevard, which is considered an insignificant change.

Nonetheless, improvements have been identified/recommended at the intersection of Riverside Avenue/Valley Boulevard in order to improve the existing deficient storages at the intersection. The recommended improvements consist of restriping the number two eastbound through lane to a shared through/right-turn lane. The lower portion of *Table 11-2* shows the 95th percentile queue lengths at the intersection of Riverside Avenue/Valley Boulevard with improvements. As shown, with recommended improvements, the existing deficient storage for the eastbound right-turn lane is now adequate and eastbound right-turning vehicles will not queue past the intersection of Gateway Plaza/Valley Boulevard. It should be noted that the other existing deficient queues generally improve with the recommended improvements and that the overall level of service for the intersection also improves. In order to further address the remaining deficient storages (i.e. the northbound dual left-turn lanes, the eastbound left-turn lane and the westbound left-turn lane), it is

recommended that after completion of both the proposed Project and the recommended restriping of the second eastbound through lane to a shared through/right-turn lane that the existing signal timing be reviewed in the field and adjustments implemented (one-time adjustment), if needed, to improve the remaining deficient storages at the intersection of Riverside Avenue/Valley Boulevard.

Appendices C, D and E also contain the 95th percentile queuing results for Existing, Existing With Project, Existing With Ambient Growth, Existing With Ambient Growth With Project, Existing With Ambient Growth With Cumulative, Existing With Ambient Growth With Cumulative With Project Traffic Conditions and for with recommended improvements.

TABLE 11-1

EXISTING WITH PROJECT PEAK HOUR INTERSECTION QUEUING ANALYSIS

				2) fic Conditions		(3) Existing With Project Traffic Conditions				
	(1)	AM Peak Hour		PM Peak	Hour	AM Peak	Hour	PM Peak Hour		
Key Study Intersection	Estimated Storage Provided (feet)	Max. Queue/ Min. Storage Required ⁸	Adequate Storage (Yes/No)							
1. Gateway Plaza at Valley Boulevard										
Northbound Left-Turn Lane	65'	0'	Yes	0'	Yes	26'	Yes	32'	Yes	
NB Shared Through/Right-Turn Lane	65'	0,	Yes	0'	Yes	48'	Yes	56'	Yes	
Eastbound Left-Turn Lane	150'	9'	Yes	45'	Yes	9'	Yes	45'	Yes	
Westbound Left-Turn Lane	100'	6'	Yes	24'	Yes	64'	Yes	83'	Yes	
2. Riverside Avenue at Valley Boulevard										
Northbound Dual Left-Turn Lanes	205'	238'	No	357'	No	249'	No	361'	No	
Southbound Left-Turn Lane	205'	92'	Yes	134'	Yes	92'	Yes	134'	Yes	
Eastbound Left-Turn Lane	120'	53'	Yes	151'	No	71'	Yes	165'	No	
Eastbound Right-Turn Lane	370'	628'	No	655'	No	641'	No	675'	No	
Westbound Left-Turn Lane	185'	229'	No	280'	No	229'	No	280'	No	
Westbound Right-Turn Lane	165'	27'	Yes	123'	Yes	27'	Yes	125'	Yes	
With Improvements										
Northbound Dual Left-Turn Lanes	205'					209'	No	350'	No	
Southbound Left-Turn Lane	205'					78'	Yes	133'	Yes	
Eastbound Left-Turn Lane	120'					61'	Yes	165'	No	
Eastbound Through Lane	370'					200'	Yes	330'	Yes	
Eastbound Shared Through/Right-Turn Lane	370'					294'	Yes	327'	Yes	
Eastbound Right-Turn Lane	370'					294'	Yes	327'	Yes	
Westbound Left-Turn Lane	185'					201'	No	260'	No	
Westbound Right-Turn Lane	165'					30'	Yes	157'	Yes	

⁸ Queue is based on the 95th Percentile Queues and is reported in total queue length (feet) per lane for signalized intersections.

Table 11-2
Year 2023 Peak Hour Intersection Queuing Analysis

	Existing With a Without Project		(2) Ambient Growth Traffic Conditions		(3) Existing With Ambient Growth With Project Traffic Conditions			(4) Existing With Ambient Growth With Cumulative Without Project Traffic Conditions				(5) Existing With Ambient Growth With Cumulative With Project Traffic Conditions					
	(1) Estimated	AM Peak	Hour	PM Peak	Hour	AM Peak	Hour	PM Peak	Hour	AM Peak	Hour	PM Peak	Hour	AM Peak	Hour	PM Peak	k Hour
Key Study Intersection	Storage Provided (feet)	Max. Queue/ Min. Storage Required ⁹	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required ⁹	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required ⁹	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required ⁹	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required ⁹	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required ⁹	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required ⁹	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required ⁹	Adequate Storage (Yes/No)
Gateway Plaza at	()	1.	(1 1.)	1.	(2)	1	(1 1)	1.	(/ / / / / / / / /	1	(1 1.1)	4.	(1 1)	1	()	1	()
Valley Boulevard																	
Northbound Left-Turn Lane	65'	0,	Yes	0,	Yes	26'	Yes	32'	Yes	0,	Yes	0'	Yes	26'	Yes	32'	Yes
NB Shared Through/Right-Turn Lane	65'	0,	Yes	0,	Yes	48'	Yes	56'	Yes	0'	Yes	0'	Yes	48'	Yes	56'	Yes
Eastbound Left-Turn Lane	150'	9'	Yes	47'	Yes	9,	Yes	47'	Yes	9'	Yes	47'	Yes	9,	Yes	47'	Yes
Westbound Left-Turn Lane	100'	6'	Yes	25'	Yes	64'	Yes	84'	Yes	6'	Yes	25'	Yes	64'	Yes	84'	Yes
2. Riverside Avenue at																	
Valley Boulevard																	
Northbound Dual Left-Turn Lanes	205'	239'	No	381'	No	250'	No	386'	No	269'	No	431'	No	262'	No	438'	No
Southbound Left-Turn Lane	205'	95'	Yes	141'	Yes	95'	Yes	141'	Yes	100'	Yes	152'	Yes	95'	Yes	152'	Yes
Eastbound Left-Turn Lane	120'	55'	Yes	156'	No	73'	Yes	171'	No	62'	Yes	171'	No	77'	Yes	187'	No
Eastbound Right-Turn Lane	370'	659'	No	712'	No	675'	No	742'	No	683'	No	802'	No	678'	No	831'	No
Westbound Left-Turn Lane	185'	242'	No	301'	No	242'	No	301'	No	250'	No	319'	No	251'	No	319'	No
Westbound Right-Turn Lane	165'	27'	Yes	128'	Yes	27'	Yes	130'	Yes	28'	Yes	131'	Yes	27'	Yes	133'	Yes
➤ With Improvements																	
Northbound Dual Left-Turn Lanes	205'					225'	No	363'	No					239'	No	437'	No
Southbound Left-Turn Lane	205'					85'	Yes	135'	Yes					90'	Yes	150'	Yes
Eastbound Left-Turn Lane	120'					66'	Yes	171'	No					72'	Yes	187'	No
Eastbound Through Lane	370'					213'	Yes	339'	Yes					216'	Yes	342'	Yes
Eastbound Shared Through/Right-Turn Lane	370'					319'	Yes	339'	Yes					322'	Yes	350'	Yes
Eastbound Right-Turn Lane	370'					319'	Yes	339'	Yes					322'	Yes	350'	Yes
Westbound Left-Turn Lane	185'					214'	No	264'	No					225'	No	273'	No
Westbound Right-Turn Lane	165'					32'	Yes	161'	Yes					35'	Yes	163'	Yes

Queue is based on the 95th Percentile Queues and is reported in total queue length (feet) per lane for signalized intersections.

12.0 CITY CODE PARKING ANALYSIS

Table 12-1 presents the City-code parking requirements for the proposed Project. The City-code parking calculations for the proposed Project are based on the City's requirements as outlined in the City of Rialto Municipal Code; Chapter 18.58; Off-Street Parking. As shown in Table 12-1, application of City-code parking ratios to the development totals results in a code-parking requirement of 30 spaces. As discussed previously in Section 2.0, the proposed Project will provide 50 parking spaces. Of this total, 15 parking spaces are provided for Dutch Brothers Coffee and 35 spaces are provided for the express wash (i.e. 28 spaces with vacuums, 4 employee spaces and 3 unassigned spaces). It should be noted that the four express wash employee parking spaces will be free of any equipment, including vacuums, and will be available for express wash employees. With a proposed parking supply of 50 spaces, a parking surplus of 20 spaces is forecast and therefore, the proposed Project will provide adequate parking.

TABLE 12-1 CITY CODE PARKING REQUIREMENTS 10

Project Description	Size	City of Rialto Code Parking Ratio	Spaces Required
 Dutch Brothers Coffee 	950 SF	1.0 space for each 75 SF of gross floor area	13
■ Express Wash	5,137 SF	1.0 space for each 300 SF of gross floor area	17
		Total Spaces Required	30
		Parking Supply	50
		Parking Surplus/Deficiency (+/-)	+20

Source: City of Rialto Municipal Code; Chapter 18.58; Off-Street Parking.

13.0 RECOMMENDED IMPROVEMENTS

For those intersections where projected traffic volumes are expected to result in impacts, this report recommends traffic improvements that change the intersection geometry to increase capacity. These capacity improvements involve roadway widening and/or re-striping to reconfigure (add lanes) roadways to specific approaches of a key intersection. The identified improvements are expected to:

- Address the impact of existing traffic, Project traffic and future non-project (ambient traffic growth and cumulative) traffic, and
- Improve Levels of Service to an acceptable range and/or to pre-project conditions.

13.1 Existing With Project Traffic Conditions

The results of the Existing With Project traffic conditions level of service analyses indicate that the proposed Project <u>will not</u> impact any of the two (2) key study intersections. The two (2) key study intersections are forecast to operate at acceptable service levels under Existing With Project traffic conditions. As such, no improvement measures addressing LOS have been recommended.

The following improvements have been recommended at the intersection of Riverside Avenue/Valley Boulevard in order to improve the existing deficient storages at the intersection.

• Riverside Avenue at Valley Boulevard: Restripe the number two eastbound through lane to a shared through/right-turn lane. In order to further address the remaining deficient storages (i.e. the northbound dual left-turn lanes, the eastbound left-turn lane and the westbound left-turn lane), it is also recommended that after completion of both the proposed Project and the recommended restriping that the existing signal timing be reviewed in the field and adjustments implemented (one-time adjustment), if needed, to improve the remaining deficient storages at the intersection of Riverside Avenue/Valley Boulevard.

13.2 Existing With Ambient Growth (Year 2023) With Project Traffic Conditions

The results of the Existing With Ambient Growth (Year 2023) With Project traffic conditions level of service analyses indicate that the proposed Project <u>will not</u> impact any of the two (2) key study intersections. The two (2) key study intersections are forecast to operate at acceptable service levels under Existing With Ambient Growth (Year 2023) With Project traffic conditions. As such, no improvement measures addressing LOS have been recommended.

The following improvements have been recommended at the intersection of Riverside Avenue/Valley Boulevard in order to improve the existing deficient storages at the intersection.

Riverside Avenue at Valley Boulevard: Restripe the number two eastbound through lane to a shared through/right-turn lane. In order to further address the remaining deficient storages (i.e. the northbound dual left-turn lanes, the eastbound left-turn lane and the westbound left-turn lane), it is also recommended that after completion of both the proposed Project and the recommended restriping that the existing signal timing be

reviewed in the field and adjustments implemented (one-time adjustment), if needed, to improve the remaining deficient storages at the intersection of Riverside Avenue/Valley Boulevard.

13.3 Existing With A.G. (Year 2023) With Cumulative With Project Traffic Conditions

The results of the Existing With Ambient Growth (Year 2023) With Cumulative With Project traffic conditions level of service analyses indicate that the proposed Project <u>will not</u> impact any of the two (2) key study intersections. The two (2) key study intersections are forecast to operate at acceptable service levels under Existing With Ambient Growth (Year 2023) With Cumulative With Project traffic conditions. As such, no improvement measures addressing LOS have been recommended.

The following improvements have been recommended at the intersection of Riverside Avenue/Valley Boulevard in order to improve the existing deficient storages at the intersection.

Riverside Avenue at Valley Boulevard: Restripe the number two eastbound through lane to a shared through/right-turn lane. In order to further address the remaining deficient storages (i.e. the northbound dual left-turn lanes, the eastbound left-turn lane and the westbound left-turn lane), it is also recommended that after completion of both the proposed Project and the recommended restriping that the existing signal timing be reviewed in the field and adjustments implemented (one-time adjustment), if needed, to improve the remaining deficient storages at the intersection of Riverside Avenue/Valley Boulevard.

14.0 VEHICLE MILES TRAVELED (VMT) ASSESSMENT

On December 28, 2018, the California Natural Resources Agency adopted revised CEQA Guidelines. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration for transportation impacts under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled. Lead agencies are allowed to continue using their current impact criteria, or to opt into the revised transportation guidelines. However, the new guidelines must be used starting July 1, 2020, as required in CEQA section 15064.3. The City of Rialto does not currently have Vehicle Miles Traveled (VMT) guidelines, therefore the guidelines contained within the *San Bernardino County Transportation Impact Study Guidelines*, dated July 2019 have been utilized for the project VMT screening analysis.

The San Bernardino County Transportation Impact Study Guidelines state that Projects which serve the local community and have the potential to reduce VMT should not be required to complete a VMT assessment. These projects are noted below:

- 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 community colleges that are consistent with the assumptions noted in the RTP/SCS

As stated previously, the proposed Project will consist of a local serving 950 SF Dutch Brothers Coffee with drive-through window and a local serving express car wash with a 130 foot wash tunnel. Therefore, based on the aforementioned criteria (i.e. local-serving retail less than 50,000 square feet), this project would screen out from a VMT analysis and be presumed to have a less than significant impact on VMT, per the County's guidelines.

RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2021-0028 ALLOWING THE OPERATION OF DRIVE-THRU SERVICE IN CONJUNCTION WITH A 950 SQUARE FOOT COFFEE SHOP TO BE LOCATED AT 127 WEST VALLEY BOULEVARD (APNS: 0132-131-08, -09 & -18) WITHIN THE FREEWAY COMMERCIAL (F-C) ZONE OF THE RIALTO GATEWAY SPECIFIC PLAN.

WHEREAS, the developer, Paragon Commercial Group, proposes to redevelop the former Hometown Buffet site to replace the existing 10,000 square restaurant building with a drive-thru coffee shop and an automated carwash facility ("Development") located at 127 W Valley Boulevard within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan ("Site"); and

WHEREAS, the applicant, Dutch Bros Coffee, proposes to establish and operate a vehicular drive-thru service in conjunction with a proposed 950 square foot coffee shop building ("Project") located at on the Site; and

WHEREAS, pursuant to Chapter 18.66 (Conditional Development Permits) of the Rialto Municipal Code, the Project requires a Conditional Development Permit, and the applicant has agreed to apply for Conditional Development Permit No. 2021-0028 ("CDP No. 2021-0028"); and

WHEREAS, the Project will consist of a 950 square foot commercial building, a drive-thru lane with stacking for approximately seventeen (17) vehicles, eighteen (18) parking spaces on the project parcel along with an abundant amount of landscaping, and full pedestrian and vehicle access; and

WHEREAS, in conjunction with the Project, the developer has applied for Conditional Development Permit No. 2021-0027 ("CDP No. 2021-0027") to allow the operation of a 5,137 square foot automated carwash facility also located on the Site; and

WHEREAS, also in conjunction with the Project, the developer has applied for Precise Plan of Design No. 2021-0029 to allow the development of a 950 square foot coffee shop building with drive-thru lane on the westerly portion of the Site and the construction of the 5,137 square foot automated carwash building on the easterly portion of the Site ("PPD No. 2021-0029"); and

WHEREAS, on October 13, 2021, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2021-0028, CDP No. 2021-0027 and PPD No. 2021-0029, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2021-0028, CDP No. 2021-0027 and PPD No. 2021-0029; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2021-0028, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2021-0028 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The applicant, or a franchisee, proposes to operate a Dutch Bros Coffee within the proposed 950 square foot coffee shop building with drive-thru service. Dutch Bros is a drive-through coffee chain headquartered in Oregon with shops across the United States specializing in coffee, iced or hot drinks, energy drinks, and pastries. There are currently no other Dutch Bros Coffee locations in the City of Rialto, and no other similar locations within 14 miles of the Site. The Project is anticipated to be a benefit to the community and an improvement to the surrounding area by providing an additional choice of specialty coffee beverages at a convenient location that is currently underserved by Dutch Bros offerings. The Project will provide a more diverse economic base for the surrounding area and will provide a necessary service for residents and travelers within the City.

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

This finding is supported by the following facts:

To the north of the Site, across Valley Boulevard is the Rialto Gateway commercial center comprised of six (6) retail buildings, and to the west is an existing County Flood Control channel. To the east is an existing USA gas station and vacant land. To the south, is a triangular shaped city-owned parcel of land with an existing free-standing sign used to advertise the previous land use for the project site. There are no sensitive uses in the nearby area. The Project is consistent with the underlying Freeway Commercial (F-C) zone. 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 aesthetics of the local community.

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

This finding is supported by the following facts:

The Site is a relatively flat and a fairly rectangular-shaped piece of land currently comprised of three (3) parcels totaling 2.45 acres in size with approximate average dimensions of 210 feet (east-west) by 340 feet (north-south). The site is currently developed with a 10,000 square foot restaurant building, associated parking, lighting, and landscaping that was formerly occupied by Hometown Buffet but has been vacant. The Site will continue to be accessed via the existing signalized driveway at Valley Boulevard and Gateway Plaza. The project site has existing street improvements along Valley Boulevard including the existing 40 feet wide driveway located at the northeast corner of the site. Upon completion of the Development, the Site will contain 22 parking spaces, eight (8) more parking spaces than required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code. In addition, the development will have twenty-eight (28) vacuum stations, trash enclosures, lighting, and accessible pathways leading to the public right-of-way. Each parcel will be developed with its respective facilities for Americans with Disability Act (ADA) access, trash service lighting and required parking, with Covenants, Conditions and Restrictions (CC&Rs) recorded to address reciprocal access and parking, maintenance, etc.

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

This finding is supported by the following facts:

The Site is currently developed with adequate access to all utilities and services required through main water, electric, sewer, and other utility lines that will be modified as needed as part of the proposed Project.

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

This finding is supported by the following facts:

The use is consistent with the underlying Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan. The Project will feature high-quality building exteriors designed in compliance with the City's Design Guidelines. Landscaping has been abundantly incorporated into the site. The landscape coverage for the Project is 28.1 percent, which greatly exceeds the minimum requirement. Landscape planters containing trees spaced every thirty (30) linear feet will be installed along the entire perimeter of the Site. Furthermore, the Project includes the installation of 22 parking spaces, and upon completion of the Project, eight (8) more parking spaces than required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code.

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

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein, and through the implementation of Conditions of Approval imposed by the Planning Commission on the Precise Plan of Design, such as extensive landscaping, decorative paving, and enhanced architectural features. The Project will meet the development criteria of the F-C zone and the design criteria of the Rialto Gateway Specific Plan. The project is consistent with the F-C zone as well as the proposed carwash use on the Site. There are no sensitive uses in the nearby area. Therefore, no potential adverse effects are anticipated and the Project will benefit the community as a whole.

SECTION 3. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15332, In-fill Development Projects. The Planning Commission directs the Planning Division to file the necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.

SECTION 4. CDP No. 2021-0028 is granted to Dutch Bro Coffee in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The applicant is granted CDP No. 2021-0028 allowing the establishment of vehicular drive-thru service in conjunction with a 950 square foot coffee shop to be located at 127 West Valley Boulevard (APNs: 0132-131-08, -09 & -18) within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan, as shown on the plans submitted to the Planning Division on September 3, 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

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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 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. 2021-0028.
- 4. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.
- 5. The applicant shall install a "DO NOT ENTER" street sign and an illuminated "DO NOT ENTER" directional sign on the drive-side of the drive-thru lane at the exit of the drive-thru lane. The street sign and directional sign shall be identified on the site plan within the building plan check submittal set, prior to the issuance of a building permit. Furthermore, the street sign and the directional sign shall be installed prior to the issuance of the Certificate of Occupancy.

- 6. The applicant shall paint "EXIT" and a directional arrow within the center of the drive-thru lane at the exit of the drive-thru lane, prior to the issuance of the Certificate of Occupancy.
- 7. The property owner, and the tenant utilizing the drive-thru use, shall ensure that vehicle stacking/queuing for the drive-thru lane does not create circulation impacts on the Site at all times. The property owner and the tenant shall implement measures to address and eliminate any impacts, should they occur, as required by the Community Development Director.
- 8. The applicant shall install and maintain a trash receptacle on the driver-side of the exit of the drive-thru lane. The trash receptacle shall be installed prior to issuance of the Certificate of Occupancy.
- 9. The applicant shall plant shrubs around the entire outer perimeter of the drive-thru lane for the purpose of creating a solid hedge to screen the headlights of vehicles within the drive-thru. All of the drive-thru shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the drive-thru shrubs shall be permanently irrigated and maintained into a continuous box-shape along the entire length of the drive-thru lane with a height of no less than three and one-half (3.5) feet above the finished grade. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 10. The applicant shall obtain all necessary approvals and operating permits from all Federal, State, and local agencies and provide proof thereof to the City prior to the issuance of a Certificate of Occupancy.
- 11. The privileges granted by the Planning Commission pursuant to approval of this Conditional Development Permit are valid for one (1) year from the effective date of approval. If the applicant fails to commence the project within one year of said effective date, this conditional development permit shall be null and void and any privileges granted hereunder shall terminate automatically. If the applicant or his or her successor in interest commence the project within one year of the effective date of approval, the privileges granted hereunder will continue inured to the property as long as the property is used for the purpose for which the conditional development permit was granted, and such use remains compatible with adjacent property uses.
- 12. Approval of CDP No. 2021-0028 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein
- 13. In the event, that any operation on the Site is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, loitering, criminal activity or other undesirable characteristics including, but not strictly limited to, uses which are or have become offensive to neighboring property or the goals

1	and objectives of the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan and the City's General Plan, the applicant shall address the issues within forty-eight							
2	(48) hours of being notified by the City							
3	14. If the applicant fails to comply with any of the conditions of approval placed upon CDP							
4	No. 2021-0028 or PPD No. 2021-0029 the Planning Commission may initiate proceedings to revoke the conditional development permit in accordance with the							
5	provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto Municipal							
6	Code. CDP No. 2021-0028 may be revoked, suspended or modified in accordance with Section 18.66.070 of the Zoning Ordinance at the discretion of the Planning							
7	Commission if:							
8	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;							
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10	b) Any of the express conditions or terms of such permit are violated;							
11	c) The use for which such approval was granted becomes or is found to be							
12	objectionable or incompatible with the character of the City and its environs due to noise, loitering, criminal activity or other undesirable characteristics							
13	including, but not strictly limited to uses which are or have become offensive to neighboring property or the goals and objectives of the Freeway							
14 15	Commercial (F-C) zone, the Rialto Gateway Specific Plan, and the City's General Plan.							
16	Ocherar i fan.							
17	15. Approval of CDP No. 2021-0028 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of							
18	approval contained herein.							
19	SECTION 5. The Chairman of the Planning Commission shall sign the passage and							
20	adoption of this resolution and thereupon the same shall take effect and be in force.							
21	PASSED, APPROVED AND ADOPTED this <u>13th</u> day of <u>October</u> , 2021.							
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24	TOTAL DELIVEDE CITA ID							
25	JOHN PEUKERT, CHAIR CITY OF RIALTO PLANNING COMMISSION							
26								
27								
28	STATE OF CALIFORNIA)							
	COUNTY OF SAN BERNARDINO) ss							

1	CITY OF RIALTO)
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3	I, Adrianna Martinez, Administrative Assistant of the City of Rialto, do hereby certify that
4	the foregoing Resolution No was duly passed and adopted at a regular meeting of the Planning
5	Commission of the City of Rialto held on theth day of, 2021.
6	Upon motion of Planning Commissioner, seconded by Planning Commissioner
7	, the foregoing Resolution Nowas duly passed and adopted.
8	Vote on the motion:
9	AYES:
10	NOES:
11	ABSENT:
12	IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of
13	Rialto this <u>th</u> day of <u>,</u> , 2021.
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18	ADRIANNA MARTINEZ, ADMINISTRATIVE ASSISTANT
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RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2021-0027 TO ALLOW THE AN AUTOMATED CARWASH OPERATION TO BE LOCATED AT 127 WEST VALLEY BOULEVARD (APNS: 0132-131-08, -09 & -18) WITHIN THE FREEWAY COMMERCIAL (F-C) ZONE OF THE RIALTO GATEWAY SPECIFIC PLAN.

WHEREAS, the developer, Paragon Commercial Group, proposes to redevelop the former Hometown Buffet site to replace the existing 10,000 square restaurant building with a drive-thru coffee shop and an automated carwash facility ("Development") located at 127 W Valley Boulevard within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan ("Site"); and

WHEREAS, the applicant, Mister Car Wash, proposes to operate an automated carwash facility ("Project") on the Site; and

WHEREAS, pursuant to Chapter 18.66 (Conditional Development Permits) of the Rialto Municipal Code, the Project requires a Conditional Development Permit, and the applicant has agreed to apply for Conditional Development Permit No. 2021-0027 ("CDP No. 2021-0027"); and

WHEREAS, the Project will consist of a 5,137 square foot automated carwash, with a 130-foot tunnel, a queuing lane with stacking for approximately twenty-one (21) vehicles, twenty-eight (28) designated vacuum stations and four (4) standards parking spaces on the project parcel along with an abundant amount of landscaping, and full pedestrian and vehicle access; and

WHEREAS, in conjunction with the Project, the developer has applied for Conditional Development Permit No. 2021-0028 ("CDP No. 2021-0028") to allow the establishment and operation of a vehicular drive-thru service in conjunction with a proposed 950 square foot coffee shop building also located on the Site; and

WHEREAS, also in conjunction with the Project, the developer has applied for Precise Plan of Design No. 2021-0029 to allow the development of a 950 square foot coffee shop building with drive-thru lane on the westerly portion of the Site and the construction of the 5,137 square foot automated carwash building on the easterly portion of the Site ("PPD No. 2021-0029"); and

 WHEREAS, on October 13, 2021, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2021-0027, CDP No. 2021-0028 and PPD No. 2021-0029, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2021-0027, CDP No. 2021-0028 and PPD No. 2021-0029; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2021-0027, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2021-0027 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The applicant, Mister Car Wash, proposes to operate a 5,137 square foot automated carwash facility on the Site. Mister Car Wash, the largest chain operator of carwashes in the United States providing a full service, best in class carwash. There are currently no other Mister Car Wash locations in the City of Rialto, and no other similar locations for several miles of the Site. The Project is anticipated to be a benefit to the community and an improvement to the surrounding area by providing replacing an abandon restaurant building with new improvements an alternative choice for a convenient, and speedy car wash service in the area currently underserved. The Project will provide a more diverse economic base for the surrounding area and will provide a necessary service for residents and travelers within the City.

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

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This finding is supported by the following facts:

To the north of the Site, across Valley Boulevard is the Rialto Gateway commercial center comprised of six (6) retail buildings, and to the west is an existing County Flood Control channel. To the east is an existing USA gas station and vacant land. To the south, is a triangular shaped city-owned parcel of land with an existing free-standing sign used to advertise the previous land use for the project site. There are no sensitive uses in the nearby area. The Project is consistent with the underlying Freeway Commercial (F-C) zone. 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 aesthetics of the local community.

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

This finding is supported by the following facts:

The Site is a relatively flat and a fairly rectangular-shaped piece of land currently comprised of three (3) parcels totaling 2.45 acres in size with approximate average dimensions of 210 feet (east-west) by 340 feet (north-south). The site is currently developed with a 10,000 square foot restaurant building, associated parking, lighting, and landscaping that was formerly occupied by Hometown Buffet but has been vacant. The Site will continue to be accessed via the existing signalized driveway at Valley Boulevard and Gateway Plaza. The project site has existing street improvements along Valley Boulevard including the existing 40 feet wide driveway located at the northeast corner of the site. Upon completion of the Development, the Site will contain 22 parking spaces, eight (8) more parking spaces than required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code. In addition, the development will have twenty-eight (28) vacuum stations, trash enclosures, lighting, and accessible pathways leading to the public right-of-way. Each parcel will be developed with its respective facilities for Americans with Disability Act (ADA) access, trash service lighting and required parking, with Covenants, Conditions and Restrictions (CC&Rs) recorded to address reciprocal access and parking, maintenance, etc.

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

This finding is supported by the following facts:

The Site is currently developed with adequate access to all utilities and services required through main water, electric, sewer, and other utility lines that will be modified as needed as part of the proposed Project.

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

This finding is supported by the following facts:

The use is consistent with the underlying Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan. The Project will feature high-quality building exteriors designed in compliance with the City's Design Guidelines. Landscaping has been abundantly incorporated into the site. The landscape coverage for the Project is 28.1 percent, which greatly exceeds the minimum requirement. Landscape planters containing trees spaced every thirty (30) linear feet will be installed along the entire perimeter of the Site. Furthermore, the Project includes the installation of 22 parking spaces, and upon completion of the Project, eight (8) more parking spaces than required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code.

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

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein, and through the implementation of Conditions of Approval imposed by the Planning Commission on the Precise Plan of Design, such as extensive landscaping, decorative paving, and enhanced architectural features. The Project will meet the development criteria of the F-C zone and the design criteria of the Rialto Gateway Specific Plan. The project is consistent with the F-C zone as well as the proposed carwash use on the Site. There are no sensitive uses in the nearby area. Therefore, no potential adverse effects are anticipated and the Project will benefit the community as a whole.

SECTION 3. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15332, In-fill Development Projects. The Planning Commission directs the Planning Division to file the necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.

SECTION 4. CDP No. 2021-0027 is granted to Mister Car Wash, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The applicant is granted CDP No. 2021-0027 allowing the operation of an automated carwash to be located at 127 West Valley Boulevard (APNs: 0132-131-08, -09 & -18) within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan, as shown on the plans resubmitted to the Planning Division dated September 3, 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.

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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 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. 2021-0027.
- 4. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.
- 5. All operations shall be conducted daily only between the hours of 7:30 a.m. to 8:00 p.m., seven days a week.
- 6. The applicant shall install a "DO NOT ENTER" street sign and an illuminated "DO NOT ENTER" directional sign on the drive-side of the drive-thru lane at the exit of the drivethru lane. The street sign and directional sign shall be identified on the site plan within the building plan check submittal set, prior to the issuance of a building permit.

Furthermore, the street sign and the directional sign shall be installed prior to the issuance of the Certificate of Occupancy

- 7. The applicant shall paint "EXIT" and a directional arrow within the center of the drivethru lane at the exit of the drive-thru lane, prior to the issuance of the Certificate of Occupancy
- 8. The property owner, and the tenant utilizing the drive-thru use, shall ensure that vehicle stacking/queuing for the drive-thru lane does not create circulation impacts on the Site at all times. The property owner and the tenant shall implement measures to address and eliminate any impacts, should they occur, as required by the Community Development Director.
- 9. The applicant shall plant shrubs around the entire outer perimeter of the drive-thru lane for the purpose of creating a solid hedge to screen the headlights of vehicles within the drive-thru. All of the drive-thru shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the drive-thru shrubs shall be permanently irrigated and maintained into a continuous box-shape along the entire length of the drive-thru lane with a height of no less than three and one-half (3.5) feet above the finished grade. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit
- 10. The applicant shall obtain all necessary approvals and operating permits from all Federal, State, and local agencies and provide proof thereof to the City prior to the issuance of a Certificate of Occupancy.
- 11. The privileges granted by the Planning Commission pursuant to approval of this Conditional Development Permit are valid for one (1) year from the effective date of approval. If the applicant fails to commence the project within one year of said effective date, this conditional development permit shall be null and void and any privileges granted hereunder shall terminate automatically. If the applicant or his or her successor in interest commence the project within one year of the effective date of approval, the privileges granted hereunder will continue inured to the property as long as the property is used for the purpose for which the conditional development permit was granted, and such use remains compatible with adjacent property uses.
- 12. Approval of CDP No. 2021-0027 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.
- 13. In the event, that any operation on the Site is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, loitering, criminal activity or other undesirable characteristics including, but not strictly limited to, uses which are or have become offensive to neighboring property or the goals and objectives of the Freeway Commercial (F-C) zone of the Rialto Gateway Specific

Plan and the City's General Plan, the applicant shall address the issues within forty-eight (48) hours of being notified by the City.

- 14. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2021-0027 and PPD No. 2021-0029, the Planning Commission may initiate proceedings to revoke the conditional development permit in accordance with the provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto Municipal Code. Conditional Development Permit No. 2021-0027 may be revoked, suspended or modified in accordance with Section 18.66.070 of the Zoning Ordinance at the discretion of the Planning Commission if:
 - a. The use for which such approval was granted has ceased to exist, been subsequently modified, or has been suspended for six (6) months or more;
 - b. Any of the express conditions or terms of such permit are violated;
 - c. The use for which such approval was granted becomes or is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, loitering, criminal activity or other undesirable characteristics including, but not strictly limited to uses which are or have become offensive to neighboring property or the goals and objectives of the Freeway Commercial (F-C) zone, the Rialto Gateway Specific Plan, and the City's General Plan.

<u>SECTION 5</u>. 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 13th day of October, 2021.

FRANK GONZALEZ, CHAIR CITY OF RIALTO PLANNING COMMISSION

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2	STATE OF CALIFORNIA)
3	COUNTY OF SAN BERNARDINO) ss
4	CITY OF RIALTO)
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6	I, Adrianna Martinez, Administrative Assistant of the City of Rialto, do hereby certify that
7	the foregoing Resolution No was duly passed and adopted at a regular meeting of the Planning
8	Commission of the City of Rialto held on the, 2021.
9	Upon motion of Planning Commissioner, seconded by Planning Commissioner
10	, the foregoing Resolution Nowas duly passed and adopted.
11	Vote on the motion:
12	AYES:
13	NOES:
14	ABSENT:
15	IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of
16	Rialto this <u>th</u> day of <u></u> , 2021.
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21	ADRIANNA MARTINEZ, ADMINISTRATIVE ASSISTANT
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RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING PRECISE PLAN OF DESIGN NO. 2021-0029 TO ALLOW THE DEVELOPMENT OF A 950 SQUARE FOOT DRIVE-THROUGH RESTAURANT AND 5,137 SQUARE FOOT AUTOMATED CARWWASH FACILIT1Y ON 2.45 ACRES OF LAND LOCATED AT 127 WEST VALLEY BOULEVARD (APNS: 0132-131-08, -09 & -18) WITHIN THE FREEWAY COMMERCIAL (F-C) ZONE OF THE RIALTO GATEWAY SPECIFIC PLAN.

WHEREAS, the applicant, Paragon Commercial Group, proposes to redevelop the former Hometown Buffet site to replace the existing 10,000 square restaurant building with a 950 square foot drive-thru coffee shop building and a 5,137 square foot automated carwash building automated carwash facility ("Project") located at 127 West Valley Boulevard within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan ("Site"); and

WHEREAS, Pursuant to Section 18.65 of the Rialto Municipal Code, the Project requires a Precise Plan of Design, and the applicant has agreed to apply for Precise Plan of Design No. 2021-0029 ("PPD No. 2021-0029"); and

WHEREAS, in conjunction herewith, the applicant has submitted Conditional Development Permit No. 2021-0028 to establish a drive-through service in conjunction with the 950 square foot coffee shop building ("CDP No. 2021-0028") located on the Site; and

WHEREAS, also in conjunction herewith, the applicant has submitted Conditional Development Permit No. 2021-0027 to allow the operation of a 5,137 square foot automated carwash ("CDP No. 2021-0027") located on the Site; and

WHEREAS, on October 13, 2021, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, PPD No. 2021-0029, CDP No. 2021-0028 and CDP No. 2021-0027, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed PPD No. 2021-0029, CDP No. 2021-0028 and CDP No. 2021-0027; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to PPD No. 2021-0029, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that PPD No. 2021-0029 satisfies the requirements of Section 18.65.020E of the Rialto Municipal Code pertaining to the findings which must be made precedent to approving a Precise Plan of Design application. The findings are as follows:

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

This finding is supported by the following facts:

The Project, as conditioned herein, will comply with all City ordinances and regulations, including those within the Rialto Gateway Specific Plan. The Site has a General Plan land use designation of General Commercial and a zoning designation of Freeway Commercial (F-C) within the Rialto Gateway Specific Plan. Those designations allow for the development of a drive-through coffee shop and automated carwash facility with approval of a Precise Plan of Design and Conditional Development Permits, which have been filed in conjunction with this project. Additionally, the Project meets all of the required development standards of the F-C zone.

2. The site is physically suitable for the proposed development, and the proposed development will be arranged, designed, constructed, and maintained so that it will not be unreasonably detrimental or injurious to property, improvements, or the health, safety or general welfare of the general public in the vicinity, or otherwise be inharmonious with the City's General Plan and its objectives, zoning ordinances or any applicable specific plan and its objectives; and

This finding is supported by the following facts:

The zoning of the Site is Freeway Commercial (F-C) of the Rialto Gateway Specific Plan. The project is consistent with the F-C zone, and the existing commercial uses surrounding the project site. There are no sensitive uses nearby the Site. In addition, the project has been reviewed by all of the Departments for compliance with all health, safety, and design requirements to ensure the project will significantly enhance the infrastructure and aesthetics of the local community.

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

This finding is supported by the following facts:

The project will replace the existing abandoned restaurant building on the Site with desirable improvements that will aesthetically enhance the appearance of the community. Neighboring property uses consist of a commercial retail center and gas station which are not expected to be negatively impacted by the proposed project. Features such as landscape buffering and drive-through headlight screen fencing, property setbacks and on-site landscaping will serve to physically separate the uses, mitigate any potential impacts and ensure that there is no interference with neighboring property rights, or any endanger to the peace, health, safety or welfare of the general public.

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

This finding is supported by the following facts:

A Notice of Exemption has been prepared for the proposed project pursuant to California Environmental Quality Act (CEQA) and the proposed Project will not have negative impacts with the successful implementation of the Conditions of Approval contained herein. The project will replace the existing abandoned restaurant building on the Site with desirable improvements that will aesthetically enhance the appearance of the community with improvements including modern architecture, new lighting, water quality management facilities for storm water runoff, and revitalized landscaping. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. Paragon Commercial Group is hereby granted PPD No. 2021-0029 to allow the develop a 950 square foot drive-through coffee shop building and a 5,137 square foot automated carwash facility with associate parking, lighting, and landscaping ("Project") on 2.45 acres of land (APNs: 0132-131-08, -09 & -18) located at 127 West Valley Boulevard within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan ("Site").

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

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<u>SECTION 5.</u> PPD No. 2021-0029 is granted to Paragon Commercial Group, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

- 1. The approval is granted allowing the development a 950 square foot drive-thru coffee shop building and a 5,137 square foot automated carwash facility with associate parking, lighting, and landscaping on 2.45 acres of land (APNs: 0132-131-08, -09 & -18) located at 127 West Valley Boulevard within the Freeway Commercial (F-C) zone of the Rialto Gateway Specific Plan, as shown on the plans resubmitted to the Planning Division dated September 3, 2021 and as approved by the Planning Commission.
- 2. City inspectors shall have access to the site to reasonably inspect the site during normal working hours to assure compliance with these conditions and other codes.
- 3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the Project (collectively, the "Entitlements"), whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. This condition to indemnify, protect, defend, and hold the City harmless shall include, but not limited to (i) damages, fees and/or costs awarded against the City, if any, and (ii) cost of suit, attorneys' fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant, Property owner, or the City and/or other parties initiating or bringing such proceeding (collectively, subparts (i) and (ii) are the "Damages"). Notwithstanding anything to the contrary contained herein, the Applicant shall not be liable to the City Parties under this indemnity to the extent the Damages incurred by any of the City Parties in such Action(s) are a result of the City Parties' fraud, intentional misconduct or gross negligence in connection with issuing the Entitlements. The applicant shall execute an agreement to indemnify, protect, defend, and hold the City harmless as stated herein within five (5) days of approval of PPD No. 2021-0029.
- 4. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are

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

- 5. Prior to the issuance of building permit, the applicant shall submit a Lot Line Adjustment application with the Planning Division to facilitate the merging of the 3 parcels to 2 parcels in the proposed configuration for the project.
- 6. Prior to the issuance of a Certificate of Occupancy for the car wash building, the applicant shall post signage visible from every vacuum station limiting vacuum time to 15 minutes.
- 7. The applicant shall submit a formal Landscape Plan for on-site landscaping 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.
- 8. The applicant shall plant a substantial amount of trees, shrubs, and groundcover throughout all land on-site that is not covered by structures, walkways, parking areas, and driveways. Trees shall be planted a minimum of thirty (30) feet on-center, and all shrubs and groundcover shall be planted an average of three (3) feet on-center or less. All trees shall be minimum of fifteen (15) gallons in size upon initial planting, unless otherwise specified herein. At least fifty (50) percent of the trees shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. All shrubs shall be a minimum of one (1) gallon in size, unless otherwise specified herein. All planter areas shall receive a minimum two (2) inch thick layer of brown bark, organic mulch, and/or decorative rock upon initial planting. Pea gravel and decomposed granite are not acceptable materials to use within planter areas. All planter areas on-site shall be permanently irrigated and maintained. The planting and irrigation shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 9. A minimum of one (1) twenty-four (24) inch box tree shall be installed every thirty (30) linear feet within the perimeter landscape planters. All on-site tree species shall consist of evergreen broadleaf trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits. All landscaping shall be maintained in good condition at all times.
- 10. All ground mounted equipment and utility boxes, including transformers, fire-department connections, backflow devices, etc. shall be surrounded by a minimum of two (2) rows of five (5) gallon shrubs spaced a maximum of twenty-four (24) inches on-center, prior to the issuance of a Certificate of Occupancy.
- 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. Any wrought-iron fencing and/or sliding gates shall be painted black prior to the issuance of a Certificate of Occupancy.
- 13. All signage shall comply with Section 18.102 (Regulation of Signs) of the Rialto Municipal Code.
- 14. The developer shall reface the existing free-standing sign to replace the previous user's advertisement with a city approved advertisement for the proposed site users. Continued use of existing free-standing sign on city-owned property to the south shall be granted until such a time the city chooses to modify or replace the free-standing sign, at which time a new signage agreement will be considered for the project site user.
- 15. All light standards, including the base, shall have a maximum height of twenty-five (25) feet, as measured from the finished surface. 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 detail indicating the height shall be included within the formal building plan check submittal prior to the issuance of building permits.
- 16. Where access to or within a structure area is restricted because of secured openings and immediate access is necessary for life saving or fire fighting purposes, a Key Box is to be installed in an accessible location(s) and gates, as approved by the Fire Department. The Key Box shall be of a type approved by the Fire Department.
- 17. The Developer or General Contractor shall identify each contractor and subcontractor hired to work at the job site on the 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 listed on the form.
- 18. Prior to issuance of a Certificate of Occupancy, a Business License tax shall be paid based on the following tax rate: Distribution Centers.
- 19. The applicant shall illuminate all alleyways, driveways, and uncovered parking areas with a minimum of 1.5-foot candles (at surface level) of light during the hours of darkness. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.
- 20. The applicant shall design/construct all lighting fixtures and luminaries, including supports, poles and brackets, in such a manner as to resist vandalism and/or destruction by hand.

- 21. The applicant shall install exterior security cameras at the location that cover the entire Site, prior to the issuance of a Certificate of Occupancy. The security cameras shall be accessible to the Rialto Police Department via FususONE web application.
- 22. The applicant shall comply with all conditions of approval for PPD No. 2021-0029 to the satisfaction of the City Engineer, prior to the issuance of a Certificate of Occupancy.
- 23. The applicant shall pay all applicable development impact fees in accordance with the current City of Rialto fee ordinance, including any Transportation and Traffic Fair Share Contribution fees, prior to issuance of a building permit.
- 24. The applicant shall submit a Precise Grading/Paving Plan prepared by a California registered civil engineer to the Public Works Engineering Division for review and approval. The Grading Plan shall be approved by the City Engineer prior to the issuance of any building permit.
- 25. The applicant shall submit a Geotechnical/Soils Report, prepared by a California registered Geotechnical Engineer, for and incorporated as an integral part of the grading plan for the proposed development. A copy of the Geotechnical/Soils Report shall be submitted to the Public Works Engineering Division with the first submittal of the Precise Grading Plan.
- 26. Prior to the issuance of Grading/On-site Construction Permit, the developer shall apply and complete the Special District Annexation for the public street lighting and the public landscape and irrigation into the Landscape and Lighting Maintenance District 2 (LLMD2), including applicable specific plan required landscape easement areas, parkway areas, and raised medians along the property frontage.
- 27. Any dry utility improvements within the public right-of-way require a City of Rialto Encroachment Permit.
- 28. A single master Off-site Construction Permit is required for any street, wet utility, landscape and irrigation, and traffic signal improvements along the project frontage within the public right-of-way. In an effort to expedite and facilitate improvements in the public right-of-way, the applicant is responsible for submitting a multi-phase master plan traffic control plan which includes all phases of construction along the project frontage in the public right-of-way i.e. sewer, water, overhead, underground, etc. prior to the issuance of Off-site Construction Permit. Note, in an effort to simplify the permitting process, a single master Off-Site Construction Permit shall replace individual Encroachment Permits to be pulled by the developer's contactor.
- 29. Submit California registered civil engineer prepared Street Improvement plans to the Engineering Division of Public Works for review and approval. The street improvement plans shall be approved concurrently with any streetlight, landscape and irrigation, and traffic signal plans unless otherwise approved by the City Engineer. The

Street Improvement plans shall be approved by the City Engineer prior to issuance of any building permits.

- 30. Submit Traffic Striping/Signage plans prepared by a California registered Civil Engineer for review and approval by the City Engineer, as may be required for frontage improvements within the right-of-way. All required traffic striping and signage improvements shall be completed concurrently with required street improvements, to the satisfaction of the City Engineer and prior to issuance of a Building Permit. All Traffic Striping Improvements shall be made in thermoplastic material.
- 31. The applicant shall submit off-site landscaping and irrigation system improvement plans and a landscape maintenance agreement for the project frontage within the right-of-way for review and approval at the time of first (1st) public improvement plan submittal to the Public Works Department.
- 32. All applicable landscape easement and parkway landscaping shall be guaranteed for a period of one year from the date of acceptance by the City Engineer. Any landscaping that fails during the one year landscape maintenance period shall be replaced with similar plant material to the satisfaction of the City Engineer, and shall be subject to a subsequent one year landscape maintenance period.
- 33. All proposed trees within the public right-of-way and within 10 feet of the public sidewalk and/or curb shall have City approved deep root barriers installed in accordance with the Public Works Landscape and Irrigation Guidelines or as approved by the City Engineer.
- 34. If required by the City's spacing requirements, all new street lights shall be installed on an independently metered, City-owned underground electrical system. The developer shall be responsible for applying with Southern California Edison ("SCE") for all appropriate service points and electrical meters. New meter pedestals shall be installed, and electrical service paid by the developer.
- 35. The developer is responsible for requesting from the Public Works Department any addresses needed for any building(s) and/or any electrical single/dual irrigation meter pedestal(s). The main building address shall be included on Precise Grading Plans and Building Plan set along with the PPD number. The electrical meter pedestal addresses (single or dual) shall be included in the public improvement plans.
- 36. All street cuts for utilities shall be repaired in accordance with City Standard SC-231 within 72 hours of completion of the utility work; and any interim trench repairs shall consist of compacted backfill to the bottom of the pavement structural section followed by placement of standard base course material in accordance with the Standard Specifications for Public Work Construction ("Greenbook"). The base course material shall be placed the full height of the structural section to be flush with the existing pavement surface and provide a smooth pavement surface until permanent cap paving occurs using an acceptable surface course material.

- 37. In accordance with City Ordinance No. 1589, adopted to preserve newly paved streets, any and all street and/or trench cuts in newly paved streets will be subject to moratorium street repair standards as reference in Section 11.04.145 of the Rialto Municipal Code.
- 38. Any and all utility trenches or other excavations within existing asphalt concrete pavement of off-site streets resulting from the proposed development shall be backfilled and repaired in accordance with City of Rialto Standard Drawings. The developer shall be responsible for removing, grinding, paving and/or overlaying existing asphalt concrete pavement of off-site streets including pavement repairs in addition to pavement repairs made by utility companies for utilities installed for the benefit of the proposed development (i.e. Rialto Water Services, Southern California Edison, Southern California Gas Company, Spectrum, etc.). Multiple excavations, trenches, and other street cuts within existing asphalt concrete pavement of off-site streets resulting from the proposed development may require complete grinding and asphalt concrete overlay of the affected off-site streets, at the discretion of the City Engineer. The pavement condition of the existing off-site streets shall be returned to a condition equal to or better than what existed prior to construction of the proposed development.
- 39. In accordance with Chapter 15.32 of the City of Rialto Municipal Code, all existing electrical distribution lines of sixteen thousand volts or less and overhead service drop conductors, and all telephone, television cable service, and similar service wires or lines, which are on-site, abutting, and/or transecting, shall be installed underground. Utility undergrounding shall extend to the nearest off-site power pole; no new poles utility poles shall be installed unless otherwise approved by the City Engineer. A letter from the owners of the affected utilities shall be submitted to the City Engineer prior to approval of the Precise Grading/Paving Plan, informing the City that they have been notified of the City's utility undergrounding requirement and their intent to commence design of utility undergrounding plans. When available, the utility undergrounding plan shall be submitted to the City Engineer identifying all above ground facilities in the area of the project to be undergrounded.
- 40. All damaged, destroyed, or modified pavement legends, traffic control devices, signing, striping, and street lights, associated with the proposed development shall be replaced in accordance with the City Standard Drawings and as approved 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 in accordance with City Standards and 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.

- 42. Upon approval of any public improvement plan by the City Engineer, the improvement plan shall be provided to the City in digital format, consisting of a DWG (AutoCAD drawing file), DXF (AutoCAD ASCII drawing exchange file), and PDF (Adobe Acrobat) formats. Variation of the type and format of the digital data to be submitted to the City may be authorized, upon prior approval by the City Engineer.
- 43. Construct 4-inch conduit within the landscape area along the entire project frontage within the right-of-way for future use (i.e., fiber-optics, etc.).
- 44. Dedicate additional right-of-way along the entire frontage as may be required to provide a property line at ultimate right-of-way of 60-feet from street centerline along Riverside Avenue.
- 45. Provide a cost estimate for review and approval by the Public Works Direction and pay an in-lieu fee equal to the estimate for the removal of existing and the construction of any new street pavement with a minimum pavement section of 5 inches asphalt concrete pavement over 6 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal, along the entire half-width street frontage in accordance with City of Rialto Standard Drawings. The estimate shall assume a pavement section using a Traffic Index ("TI") of 10 and using "R" values from the project site.
- 46. Replace any existing damaged sections of the curb and gutter with an 8-inch curb and gutter along the entire frontage in accordance with City of Rialto Standard Drawings and the General Plan or applicable Specific Plan.
- 47. Construct Americans with Disabilities Act (ADA) compliant sidewalk improvements behind curb along the entire frontage in accordance with the General Plan, any Specific Plan and the City of Rialto Standard Drawings.
- 48. Construct a commercial driveway approach in accordance with City of Rialto Standard Drawings. The driveway approach shall be constructed so the top of "X" is 5 feet from the property line, or as otherwise approved by the City Engineer. Nothing shall be constructed or planted in the corner cut-off area which does or will exceed 30 inches in height required to maintain an appropriate corner sight distance.
- 49. Construct a curb ramp meeting current California State Accessibility standards along both sides of the commercial driveway approach. The developer shall ensure that an appropriate path of travel, meeting ADA guidelines, is provided across the driveway, and shall adjust the location of the access ramps, if necessary, to meet ADA guidelines, subject to the approval of the City Engineer. If necessary, additional pedestrian and sidewalk easements shall be provided on-site to construct a path of travel meeting ADA guidelines.
- 50. Development of the site is subject to the requirements of the National Pollution Discharge Elimination System (NPDES) Permit for the City of Rialto, under the Santa

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

- 51. The minimum pavement section for all on-site pavements shall be 2½ inches asphalt concrete pavement over 4 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal. If an alternative pavement section is proposed, the proposed pavement section shall be designed by a California registered Geotechnical Engineer using "R" values from the project site and submitted to the City Engineer for approval.
- 52. The developer shall connect to the City of Rialto sewer system and apply for a sewer connection account with Rialto Water services.
- 53. Submit sewer improvement plans prepared by a California registered civil engineer to the Engineering Division. The plans shall be City Engineer approved prior to issuance of any building permits.
- 54. Prior to issuance of a certificate of occupancy or final City approvals, provide certification from Rialto Water Services to demonstrate that all water and/or wastewater service accounts have been documented.
- 55. The developer is advised that domestic water service is provided by Rialto Water Services. The developer shall be responsible for coordinating with Rialto Water Services and complying with all requirements for establishing domestic water service to the property.
- 56. The applicant shall adhere to the City Council approved franchise agreements and disposal requirements during all construction activities, in accordance with Section 8.08 (Refuse Collection of the City of Rialto Municipal Code).
- 57. The applicant's contractors shall submit copies of recycling tickets demonstrating minimum compliance with construction waste management recycling requirements as well as chain of custody for all construction debris.
- 58. The applicant shall submit a Precise Grading Plan prepared by a California registered civil engineer for review and approval. The Precise Grading/Paving Plan shall be approved by the City Engineer prior to issuance of a building permit.
- 59. Prior to commencing with any grading, the applicant shall implement the required erosion and dust control measures shall be in place. In addition, the following shall be included if not already identified:

- a. 6 foot high tan colored perimeter screened fencing;
- b. Contractor information signage including contact information along the street frontage of Riverside Avenue; and,
- c. Post dust control signage with the following verbiage: "Project Name, WDID No., IF YOU SEE DUST COMING FROM THIS PROJECT CALL: NAME (XXX) XXX-XXX, If you do not receive a response, please call the AQMD at 1-800-CUT-SMOG/1-800-228-7664."
- 60. The applicant shall submit a Water Quality Management Plan identifying site specific Best Management Practices ("BMPs") in accordance with the Model Water Quality Management Plan ("WQMP") approved for use for the Santa Ana River Watershed. The site specific WQMP shall be submitted to the City Engineer for review and approval with the Grading Plan. A WQMP Maintenance Agreement shall be required, obligating the property owner(s) to appropriate operation and maintenance obligations of on-site BMPs constructed pursuant to the approved WQMP. The WQMP and Maintenance Agreement shall be approved prior to the issuance of any building permit and shall be recorded at the San Bernardino County Recorder's Office prior to the issuance of a Certificate of Occupancy.
- 61. The applicant shall prepare a Notice of Intent (NOI) to comply with the California General Construction Stormwater Permit (Water Quality Order 2009-0009-DWQ as modified September 2, 2009) is required via the California Regional Water Quality Control Board online SMARTS system. A copy of the executed letter issuing a Waste Discharge Identification (WDID) number shall be provided to the City Engineer prior to issuance of a grading or building permit. The applicant's contractor shall prepare and maintain a Storm Water Pollution Prevention Plan ("SWPPP") as required by the General Construction Permit. All appropriate measures to prevent erosion and water pollution during construction shall be implemented as required by the SWPPP.
- 62. A California registered Geotechnical Engineer prepared Geotechnical/Soils Report shall be required for and incorporated as an integral part of the grading/paving plan and WQMP for the proposed development. A copy of the Geotechnical/Soils Report shall be submitted to the Engineering Division with the first submittal of the Precise Grading/Paving Plan.
- 63. All stormwater runoff passing through the site shall be accepted and conveyed across the property in a manner acceptable to the City Engineer. For all stormwater runoff falling on the site, on-site retention or other facilities approved by the City Engineer shall be required to contain the increased stormwater runoff generated by the development of the property. Provide a hydrology study to determine the volume of increased stormwater runoff due to development of the site, and to determine required stormwater runoff mitigation measures for the proposed development. Final retention basin sizing and other stormwater runoff mitigation measures shall be determined upon review and approval of the hydrology study by the City Engineer and may require redesign or changes to site

configuration or layout consistent with the findings of the final hydrology study. The volume of increased stormwater runoff to retain on-site shall be determined by comparing the existing "pre-developed" condition and proposed "developed" condition, using the 100-year frequency storm.

- 64. Direct release of on-site nuisance water or stormwater runoff shall not be permitted to the adjacent public streets. Provisions for the interception of nuisance water from entering adjacent public streets from the project site shall be provided through the use of a minor storm drain system that collects and conveys nuisance water to landscape or parkway areas, and in only a stormwater runoff condition, pass runoff directly to the streets through parkway or under sidewalk drains. All on-site and off-site designs must comply with NPDES stormwater regulations.
- 65. The applicant shall provide pad elevation certifications for all building pads in conformance with the approved Precise Grading Plan to the Engineering Division prior to construction of any building foundation.
- 66. Prior to issuance of a certificate of occupancy or final City approvals, the applicant shall demonstrate that all structural BMP's have been constructed and installed in conformance with approved plans and specifications, and as identified in the approved WQMP.
- 67. The applicant shall remove any graffiti within 24 hours, before, during, and post construction.
- 68. In accordance with the City of Rialto Municipal Code Section 18.72.010, Provision D, inadequately maintained landscaping which is visible from the public street, or right-of-way and which, either alone or in combination with other conditions on the subject property tends to degrade the aesthetic quality of the immediate neighborhood is prohibited.
- 69. All provisions and requirements determined and approved at the City of Rialto Transportation Commission's October 6, 2021 meeting are incorporated herein, referencing Transportation Commission Item 21-0705.
- 70. The applicant shall design the structure in accordance with the 2019 California Building Code, 2019 California Mechanical Code, 2019 California Plumbing Code, and the 2019 California Electrical Code, 2019 Residential Code and the 2019 California Green Buildings Standards adopted by the State of California.
- 71. The applicant shall design all structures to withstand ultimate wind speed of 130 miles per hour, exposure C and seismic zone D.
- 72. As applicable, the applicant shall submit fire sprinkler, fire alarm systems, and fire hydrant plans to the Building Division for plan review concurrently with building plans and shall be approved prior to the issuance of a building permit.

- 73. The applicant shall obtain an Electrical Permit from the Building Division for any temporary electrical power required during construction. No temporary electrical power will be granted to a project unless one of the following items is in place and approved by the Building Division: (A) Installation of a construction trailer, or, (B) Security fencing around the area where the electrical power will be located.
- 74. The applicant shall install any permitted temporary construction trailer on private property. No trailers are allowed to be located within the public right-of-way.
- 75. The applicant shall design and construct accessible paths of travel from the building's accessible entrances to the public right-of-way, accessible parking, and the trash enclosure. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials, as necessary. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sec, 11A and 11B.
- 76. Prior to issuance of a Building Permit all of the following must be in place on the Site: a portable toilet with hand wash station, all BMP's, fencing and signage on each adjacent street saying "If there is any dust or debris coming from this site please contact (superintendent number here) or the AQMD if the problem is not being resolved" or something similar to this.
- 77. The applicant shall provide temporary toilet facilities for the construction workers. The toilet facilities shall always be maintained in a sanitary condition. The construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3.
- 78. All on site utilities shall be underground to the new proposed structure, unless prior approval has been obtained by the utility company or the City.
- 79. Prior to issuance of Building Permits, site grading final and pad certifications shall be submitted to the Building Division, which include elevation, orientation, and compaction. The certifications are required to be signed by the engineer of record.
- 80. 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.
- 81. 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.
- 82. The privileges granted by the Planning Commission pursuant to approval of this Conditional Development Permit are valid for one (1) year from the effective date of approval. If the applicant fails to commence the project within one year of said effective date, this conditional development permit shall be null and void and any privileges granted hereunder shall terminate automatically. If the applicant or his or

1	STATE OF CALIFORNIA)
2	COUNTY OF SAN BERNARDINO) ss
3	CITY OF RIALTO)
4	
5	
6	I, Adrianna Martinez, Administrative Assistant of the City of Rialto, do hereby certify that
7	the foregoing Resolution No was duly passed and adopted at a regular meeting of the Planning
8	Commission of the City of Rialto held on theth day of, 2021.
9	Upon motion of Planning Commissioner, seconded by Planning Commissioner
10	, the foregoing Resolution Nowas duly passed and adopted.
11	Vote on the motion:
12	AYES:
13	NOES:
14	ABSENT:
15	IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of
16	Rialto this <u>th</u> day of <u></u> , 2021.
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19	
20	
21	ADRIANNA MARTINEZ, ADMINISTRATIVE ASSISTANT
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City of Rialto

Legislation Text

File #: PC-21-0736, Version: 1, Agenda #:

For the Planning Commission Meeting of October 13, 2021

TO: Honorable Chairman and Planning Commissioners

FROM: Daniel Casey, Acting Community Development Manager

Conditional Development Permit No. 2021-0009: A request to allow the development and operation of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan. An Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared.

Conditional Development Permit No. 2021-0010: A request to allow the development and operation of a truck fuel station consisting of nine (9) fuel dispensers and a 3,544 square foot overhead canopy on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan. An Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared.

Conditional Development Permit No. 2021-0011: A request to allow the establishment of a 12,297 square foot convenience market/travel center within a proposed 14,697 square foot commercial building on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance An Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for consideration in conjunction with the project.

Conditional Development Permit No. 2021-0012: A request to allow the establishment of a 2,400 square foot restaurant with drive-thru service within a proposed 14,697 square foot commercial building on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan. An Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for consideration in conjunction with the project.

Conditional Development Permit No. 2021-0013: A request to allow the development and operation of a 6,375 square foot truck service shop building on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway

Incubator (FI) land use district of the Renaissance Specific Plan. An Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for consideration in conjunction with the project.

Conditional Development Permit No. 2021-0014: A request to allow the sale of beer and wine for off-site consumption from a proposed 12,297 square foot convenience market/travel center on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan. An Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for consideration in conjunction with the project.

Precise Plan of Design No. 2021-0013: A request to allow the development of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy, a truck fuel station consisting of nine (9) fuel dispensers and a 3,544 square foot overhead canopy, a 14,697 square foot commercial building with drive-thru service, a 6,375 square foot truck service shop building, and associated fuel tanks, paving, screen walls, fencing, lighting, landscaping, and drainage improvements on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan. An Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for consideration in conjunction with the project.

Together, the above shall hereinafter be referred to as "Project" or "project".

APPLICANT:

Rialto Travel Center, 5508 Lonas Drive, Knoxville, TN 37909

LOCATION:

The project site consists of one (1) parcel of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway (Refer to the attached Location Map (Exhibit A)).

BACKGROUND:

Surrounding General Plan Land Use Designations

Location	General Plan Designation	
Site	Specific Plan with a Specific Plan Overlay	
North	Public Facility with a Specific Plan Overlay	
East	Specific Plan with a Specific Plan Overlay	
South	Specific Plan with a Specific Plan Overlay	
West	Specific Plan with a Specific Plan Overlay	

Surrounding Zoning Designations

Location	Zoning	
Site	Renaissance Specific Plan (Freeway Incubator (FI))	
North Rialto Airport Specific Plan (General Manufacturing (I-GM))		
East Renaissance Specific Plan (Freeway Incubator (FI))		
South Renaissance Specific Plan (Freeway Incubator (FI))		
West	Renaissance Specific Plan (Freeway Incubator (FI))	

Site Characteristics

The project site is a relatively flat, asymmetrical-shaped piece of land comprised of one (1) parcel. The parcel is 13.22 acres in size with approximate average dimensions of 2,500 feet (east-west) by 230 feet (north-south) and is entirely vacant and covered only by natural grasses and shrubs, except for two (2) freeway advertising billboards.

Furthermore, the project site is located within Planning Area 1 (PA 1) of the Renaissance Specific Plan, which has a land use designation of Freeway Incubator (FI). The FI land use designation is intended to accommodate larger retail and business uses that serve the region, such as automobile and boat sales, lodging, travel services, showrooms, etc.

Surrounding Area

The project site is bound by Sierra Lakes Parkway on the north and Alder Avenue on the east. To the north, across Sierra Lakes parkway, is a rock quarry, and to the east, across Alder Avenue, is a Shell fuel station. To the south is a San Bernardino County Flood Control Channel, and to the west is approximately 3.14 acres of vacant land.

Purchase and Sale Agreement

The project site is currently owned by the City of Rialto. On November 10, 2020, the City Council approved a Purchase and Sale Agreement to sell the City-owned parcel of land to the applicant. The agreed upon land sale transaction is currently in escrow pending completion of the applicant's entitlement process.

ANALYSIS/DISCUSSION:

Project Proposal

Rialto Travel Center, the applicant, proposes to develop and operate the following on the project site:

- 7 fuel dispensers for passenger vehicles and a 5,519 square foot canopy
- 9 fuel dispensers for trucks and a 3,544 square foot canopy
- 14,697 square foot commercial building with drive-thru service
 - 12,297 square foot convenience market/travel center
 - o 2,400 square foot fast-food restaurant with drive-thru service
 - Sale of beer and wine for off-site consumption

- 6,375 square foot truck service shop
- Associated fuel tanks, paving, screen walls, fencing, lighting, landscaping, and drainage improvements

Entitlement Requirements

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

- Conditional Development Permit No. 2021-0009: Per Table 3-2 (General Permitted Uses) of the Renaissance Specific Plan, the development and operation of a fuel station for passenger vehicles within the FI land use district requires the approval of a Conditional Development Permit.
- Conditional Development Permit No. 2021-0010: Per Table 3-2 (General Permitted Uses) of the Renaissance Specific Plan, the development and operation of a fuel station for trucks within the FI land use district requires the approval of a Conditional Development Permit.
- Conditional Development Permit No. 2021-0011: Per Table 3-2 (General Permitted Uses) of the Renaissance Specific Plan, the establishment of a convenience market/travel center within the FI land use district requires the approval of a Conditional Development Permit.
- Conditional Development Permit No. 2021-0012: Per Table 3-2 (General Permitted Uses) of the Renaissance Specific Plan, the establishment of a fast-food restaurant with drive-thru service within the FI land use district requires the approval of a Conditional Development Permit.
- Conditional Development Permit No. 2021-0013: Per Table 3-2 (General Permitted Uses) of the Renaissance Specific Plan, the development and operation of a truck service shop within the FI land use district requires the approval of a Conditional Development Permit.
- Conditional Development Permit No. 2021-0014: Per Chapter 18.110 (Regulation of the Off-Sale of Alcoholic Beverages) of the Rialto Municipal Code, the sale of beer and wine for offsite consumption within the FI land use district requires the approval of a new Conditional Development Permit.
- Precise Plan of Design No. 2021-0013: Per Section 18.65.010 of the Rialto Municipal Code, the design of the development and the related site improvements (e.g. building exterior, landscaping, etc.) requires the approval of a Precise Plan of Design.

Site Design

According to the site plan (Exhibit B), the applicant will construct the fuel canopies and the commercial building with drive-thru service on the east end of the project site near Alder Avenue. while the truck service shop will be located on the west end of the project site.

The drive-thru lane for commercial building will wrap around the east side of the building and provide stacking for approximately six (6) vehicles from the drive-thru entrance to the order window and three (3) vehicles from the order window to the pick-up window, for a total of nine (9) vehicles from the

drive-thru entrance to the pick-up window.

The proposal also includes passenger vehicle parking areas to the north and east of the commercial building, truck parking areas throughout the middle of the project site, accessible pedestrian pathways, a trash enclosure, an air/water machine, and landscape planters throughout the parking areas and around the perimeter of the buildings and the project site itself.

Access

Access to the site will come from five (5) driveways connected to Sierra Lakes Parkway. The widths of the driveways will range from forty-three (43) feet to seventy (70) feet. Four (4) of the driveways will accommodate full access movements of both passenger vehicles and trucks in and out of the project site, while the driveway immediately to the east of the truck fueling canopy will be limited to exit only.

Floor Plans

The floor plan of the commercial building (**Exhibit C**) indicates that the interior will consist of a 2,400 square foot fast-food restaurant in the east end of the building and a 12,297 square foot convenience market/travel center throughout the rest of the building. The building will have an articulated footprint with varying depths from 1.0 feet up to 4.67 feet from the main wall plane. The interior of the convenience market/travel center will contain merchandise display areas, refrigerators/coolers, and storage/prep/cashier areas in the middle of the building, and restrooms, showers, laundry, and a driver's lounge in the west end of the building. The applicant will place the main entrance to the convenience market/travel center on the north side of the building and secondary access points on the south and west sides of the building. The interior layout of the fast-food restaurant is not determined at this point, but the applicant will also place the main entrance of the fast-food restaurant on the north side of the building facing Sierra Lakes Parkway.

The floor plan of the truck service shop building (**Exhibit D**) indicates that the building will have an articulated footprint due to the incorporation of wall plane projections with depths of one (1) feet from the main wall plane. The interior of the truck service shop will include two (2) service bays for trucks, a customer lobby, storage areas, restrooms, and an office. The applicant will place the main entrance on the west side of the building near the entrance to the service bays, and multiple secondary access points throughout the north, east, and south sides of the building.

Architectural Design

As shown on the elevations for the commercial building (Exhibit E), the passenger vehicle fuel canopy (Exhibit F), the truck fuel canopy (Exhibit G), and the truck service shop building (Exhibit H), each structure will have a contemporary architectural design compatible with the design guidelines of the Renaissance Specific Plan. This includes the incorporation of wall-plane projections, cement board siding, metal siding, EIFS panels, earth-tone and gray colors, and roofline treatments. The exterior heights across all structures will range from nineteen (19) feet up to twenty-eight (28) feet.

Landscaping

The landscape coverage for the entire project is 29.0 percent, which exceeds the minimum of 10.0 percent required by the Renaissance Specific Plan. This includes landscape setbacks along Sierra Lakes Parkway and Alder Avenue, as well as planters within the parking areas and around the interior perimeter of the buildings and the site. As shown on the Planting Plan (Exhibit I), all of the landscape planters will feature a variety of trees and an abundant amount of shrubs and

groundcover.

Parking

The development will have 132 passenger vehicle parking spaces, including four (4) ADA accessible parking spaces, and 91 truck parking spaces. This quantity exceeds the minimum parking requirement as shown in the parking calculation chart below and as required by Table 3-6 (Parking Standards) of the Renaissance Specific Plan, which requires one (1) parking space for every 250 feet of gross floor area dedicated to convenience market/travel center uses, one (1) parking space for every 100 square feet of gross floor area dedicated to uses for restaurant uses, and one (1) parking space for every 500 square feet of gross floor area dedicated to vehicle service uses:

Type of Use		Ratio	Number of spaces required/pr ovided	
Convenience Market/Travel Center	12,297 2,400	1/250 1/	50 24 13	
Fast-Food Restaurant Truck Service	6,375	100 1/500	87/132	
Shop Total Required/Total Provided				

Operations

Convenience Market/Travel Center

The convenience market/travel center will operate 24 hours a day, 7 days a week, and will offer the following goods and services:

- Sales of typical convenience-type goods, such as proprietary food, snacks, drinks, cigarettes, beer and wine, lottery, etc.
- Restrooms
- **Showers**
- Laundry Facilities
- TV Lounge
- 91 truck parking spaces
 - Open to the public
 - o For truck drivers to stop during mandatory rest periods
 - No dropped trailers

Fueling Operations

The fueling operations will be open to the public 24 hours a day, 7 day a week, and will include the following characteristics:

8 fueling lanes (9 dispensers) for trucks and other commercial vehicles

- 14 fueling positions (7 dispensers) for passenger vehicles
- 4 12,000-gallon steel aboveground tanks for diesel
- 1 20,000-gallon fiberglass underground tank for unleaded 87 gasoline
- 1 20,000-gallon fiberglass underground tank split between:
 - 12,000 gallons diesel
 - 8,000 gallons super unleaded 91
- 1 biodiesel blending shed

Fast-Food Restaurant

The fast-food restaurant operation will include the following characteristics:

- Indoor dining
- Drive-thru service
- Drive-thru capacity 9 passenger vehicles

Truck Service Shop

The truck service shop will operate from 6:00 a.m. to 10:00 p.m., 7 days a week, and will offer the following services:

- Tire replacement
- Lubrication (oil changes, etc.)
- Routine maintenance (brakes, lights, etc.)
- No heavy engine repairs
- No body work or painting

Crime Prevention

In accordance with Section 18.106.050A(1) of the Rialto Municipal Code, the applicant submitted a Crime Prevention Plan (**Exhibit J**) that details measures to increase employee and customer safety and minimize criminal activity within the convenience market/travel center. Safety measures contained within the Crime Prevention Plan include the installation of security lighting throughout the entire project site, surveillance cameras, and auto-locks on the alcohol refrigerators from 2:00 a.m. to 6:00 a.m. Sergeant Jonathan Palmer with the Rialto Police Department reviewed and endorsed the prevention measures contained within the applicant's Crime Prevention Plan and concluded that, if properly implemented and sustained, these safety measures will minimize crime and nuisance activities that may otherwise be associated with the convenience market.

Sales of Beer and Wine

As previously mentioned, in addition to the sale of typical convenience-type merchandise, the applicant proposes to sell beer and wine within the convenience market for off-site consumption and will seek to obtain a Type 20 license from the California Department of Alcoholic Beverage Control (ABC) for the sale of beer and wine.

According to the ABC, the project site is located within Census Tract 27.04, and ABC will allow a maximum of seven (7) licenses by right within this particular census tract, based upon its current population of 12,894 persons. Currently, ABC has seven (7) active licenses within Census Tract 27.04:

- Costco 16505 Sierra Lakes Parkway, Fontana, CA (i)
- (ii) Walgreens - 16145 Sierra Lakes Parkway, Fontana, CA
- (iii) Ralphs - 16225 Sierra Lakes Parkway, Fontana, CA
- 7-Eleven 16795 Sierra Lakes Parkway, Fontana, CA (iv)
- (v) Shell/Jacksons - 2281 W. Casmalia Street, Rialto, CA
- Linden Market 2704 N. Linden Avenue, Rialto, CA (vi)
- Rosa's Market 6108 Linden Avenue, Rialto, CA (vii)

The applicant will request that ABC issue an eighth license within Census Tract 27.04, which will exceed the maximum number of licenses allowed by right in Census Tract 27.04. As a result, prior to issuing a Type 20 ABC license to the applicant, ABC requires that the City make a Finding of Public Convenience and Necessity (PCN) for the project.

Section 18.110.090 of the Rialto Municipal Code provides specific requirements regarding the issuance of a PCN for projects that are within census tracts that are, or will be, overconcentrated with ABC licenses for the sale of alcoholic beverages for off-site consumption. These requirements are intended to ensure that the issuance of the ABC license for the project will not negatively affect the neighboring uses. Circle-K's proposed Type 20 ABC license request meets these requirements and can be approved based on the following findings:

- 1) The applicant prepared and submitted a Crime Prevention Plan (Exhibit J) for the project, in accordance with Section 18.106.050 of the Rialto Municipal Code. Sergeant Jonathan Palmer with the Rialto Police Department reviewed and endorsed the prevention measures within the Crime Prevention Plan. Safety measures contained within the Crime Prevention Plan include the installation of security lighting at a minimum of 1.0 foot-candles throughout the entire project site as well as surveillance cameras. The Crime Prevention Plan also includes a measure requiring auto-locks on the alcohol refrigerators from 2:00 a.m. to 6:00 p.m. The Rialto Police Department concludes that, if properly implemented and sustained, these safety measures will minimize crime and nuisance activities that may otherwise be associated with the establishment.
- 2) The request will not lead to the grouping of more than four (4) establishments that sell alcoholic beverages for off-site consumption within a 1,000-foot radius of the project site. Though there are currently seven (7) active ABC licenses within Census Tract No. 27.04, as shown in the table below, only one (1) of those licensed establishments is located within 1,000 feet of the project site:

File #: PC-21-0736, Version: 1, Agenda #:

Existing License	Distance from Project Site		
Shell/Jacksons - 2281 W. Casmalia Street, Rialto, CA	250 feet		
7-Eleven - 16795 Sierra Lakes Parkway, Fontana, CA	4,500 feet		
Rosa's Market - 6108 Linden Avenue, Rialto, CA	1.08 miles		
Linden Market - 2704 N. Linden Avenue, Rialto, CA	1.31 miles		
Costco - 16505 Sierra Lakes Parkway, Fontana, CA	1.33 miles		
Ralphs - 16225 Sierra Lakes Parkway, Fontana, CA	1.77 miles		
Walgreens - 16145 Sierra Lakes Parkway, Fontana, CA	1.90 miles		

3) Section 18.110.050 of the Rialto Municipal Code provides separation criteria between establishments that engage in the off-sale of alcohol, and sensitive uses, such as churches, schools, etc. Measurements are obtained by measuring the airline from the closest edge of any sensitive use structure to the closest edge of the premises or parking lot or area of the establishment for off-sale of alcoholic beverages, using whichever distance is shorter. The proposed location of the convenience market/travel center, in which beer and wine will be available for sale, exceeds the minimum separation criteria as shown in the chart below and as required by Section 18.110.050 of the Rialto Municipal Code:

Separation from	Requirement	Proposed	Meets Code
Schools (Carter High School)	Min. 1,000 ft.	4,960+/- ft.	Yes
Churches/Parks (Cambria Park)	Min. 500 ft.	3,300+/- ft.	Yes
Residential Areas	Min. 100 ft.	2,190+/- ft.	Yes

4) The proposed use will be vital to the success of the convenience market/travel center. The stability of the business requires a complete range of typical convenience-type merchandise, as other convenience markets in the vicinity already provide this service to their customers.

Transportation Commission / Traffic

Kimley-Horn and Associates, Inc. prepared a Traffic Impact Study (TIS), dated September 2021, to assess the project's potential impacts to local streets and intersections (Exhibit K). The TIS estimates that the project will generate up to approximately 4,012 actual daily vehicle trips (5,532) PCE daily vehicle trips) with 429 trips in the AM peak hour and 371 trips in the PM peak hour. Trucks will constitute up to 760 of the 4,012 actual daily vehicle trips.

The TIS analyzed nine (9) intersections in the project vicinity, as shown in the table below:

File #: PC-21-0736, Version: 1, Agenda #:

Int.#	Intersection			
1	Alder Avenue at Sierra Lakes Parkway/Casmalia Street			
2	Alder Avenue at SR-210 WB Ramps			
3	Alder Avenue at SR-210 EB Ramps			
4	Alder Avenue at Renaissance Parkway			
D1	Sierra Lakes Parkway at Driveway #1 (Truck Stop)			
D2	Sierra Lakes Parkway at Driveway #2 (Truck Stop)			
D3	Sierra Lakes Parkway at Driveway #3 (Truck Stop)			
D4	Sierra Lakes Parkway at Driveway #4 (Truck Stop)			
D5	Sierra Lakes Parkway at Driveway #5 (Gas Station)			

Historical traffic counts from 2017 and early 2020 were utilized for these intersections due to the ongoing COVID-19 pandemic. The counts revealed that all nine (9) intersections currently operate at Level of Service (LOS) D or better with existing traffic, which is considered acceptable by the Rialto General Plan.

However, the TIS identified that under existing plus project generated traffic conditions the intersection of Alder Avenue and Sierra Lakes Parkway/Casmalia Street would operate at LOS E without any mitigation. Furthermore, the TIS identified that four (4) of the intersections would operate at LOS F when existing traffic conditions are combined with ambient growth, cumulative growth, and project generated traffic conditions without any mitigation. The specific intersections are (1) Alder Avenue & Sierra Lakes Parkway/Casmalia Street, (2) Alder Avenue & SR-210 Westbound Ramps, (3) Alder Avenue & SR-210 Eastbound Ramps, and (4) Alder Avenue & Renaissance Parkway.

The project and cumulative impacts to the four (4) intersections are considered significant based on City policy. However, the four (4) intersections are planned to be improved as part of the Alder Avenue/210 Interchange project. Phase 1 of the Alder Avenue/210 Interchange project will begin in 2022 and will be complete in 2023 shortly after the project opening day. The Alder Avenue/210 Interchange project is currently in the final design phase, and the TIS recommends that the applicant provide a fair-share contribution in the amount of \$577,310 or 13.1% of the project cost. The TIS concludes that implementation of the Alder Avenue/210 Interchange project and the applicant's fairshare contribution toward it will mitigate the project's effects.

The Transportation Commission reviewed and approved the TIS on October 6, 2021. In its decision, the Transportation Commission agreed with the findings and recommended the fair-share contribution and the construction of the improvements as identified in the TIS.

In addition to the Alder Avenue/210 Interchange project, the Transportation Commission recommended that the applicant physically construct improvements to the intersection of Alder

Avenue and Sierra Lakes Parkway/Casmalia Street. The recommended improvements consist of constructing a new dedicated eastbound to southbound right turn lane, restriping the northbound approach to change an existing through lane into a shared through/left lane, and associated signal modification and re-timing. The feasibility of the new dedicated right turn lane is still being explored due to a potential conflict with an existing Southern California Edison utility easement along the Should the City Engineer determine the recommended improvement to be infeasible, the applicant will pay a fair-share contribution in the amount of \$77,300 to go towards an alternate future improvement to the intersection.

The project will construct half-width street improvements along the entire project frontage of Sierra Lakes Parkway. Additionally, the applicant will pay development impact fees related to traffic. All street improvements, "fair-share" payments, and development impact fee payments, must be paid and/or completed prior to building permit issuance or final inspection/occupancy, whichever is applicable.

Land Use Compatibility

The project and its design are consistent with the FI land use district of the Renaissance Specific Plan and the Design Guidelines contained within Chapter 18.61 of the Rialto Municipal Code. The FI land use district is intended to accommodate travel services such as those proposed by the project. The nearby area is predominantly designated for and developed with commercial and industrial uses, and as a result, there are no sensitive land uses near the project site. The project will provide a benefit to the community and an improvement to the surrounding area.

Fiscal Analysis

Prior to completion of the project, the applicant will pay plan check, permit, and development impact fees to the City, as well as the cost of the land being purchased from the City. Additionally, the project will generate annual recurring revenues to the City General fund in the form of property taxes, utility taxes, business license taxes, and retail sales taxes. Furthermore, the project will generate approximately 80 to 95 jobs, increasing employment opportunities for City of Rialto residents.

GENERAL PLAN CONSISTENCY:

The General Plan land use designation of the site is Specific Plan with a Specific Plan Overlay. This designation requires the underlying Specific Plan to establish distinct land use designations within the Specific Plan itself. Figure 2-2 (Land Use Diagram) of the Renaissance Specific Plan indicates that the land use designation for the project site is Freeway Incubator (FI). According to Table 3-1 (Land Use Categories) and Table 3-2 (General Permitted Uses) of the Renaissance Specific Plan, retail and travel service uses, such as the project, are consistent with the FI 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, peopleoriented, 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 De Novo Planning Group, Inc. to prepare an Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (EIR Addendum), in accordance with the provisions of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the rules, regulations, and procedures for implementing CEQA as set forth by the City of Rialto. Section 15164(a) of the State CEQA Guidelines states that "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

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

Native American Tribal Consultation

In accordance with California Assembly Bill 52, the Planning Division mailed notices to six (6) Native American tribes informing them of the project and allowing them to request consultation on the project. The Planning Division provided each tribe thirty (30) days, from June 23, 2021 to July 22, 2021, to request consultation on the proposed project. One (1) tribe, The Gabrieleño Band of Mission Indians-Kizh Nation (Kizh Nation), requested formal consultation during the period. Planning staff conducted formal consultation with Chairman Andrew Teutimez-Salas and Matt Teutimez of the Kizh Nation on August 18, 2021. The topics discussed included a basic background of the project and the anticipated construction activities. During the consultation, Chairman Teutimez-Salas requested the ability to allow a certified Native American Monitor on-site during all ground disturbance activities. The Draft Resolutions of Approval include a Condition of Approval requiring the applicant to coordinate with the Kizh Nation to allow access to the project site during all ground disturbance activities.

PUBLIC NOTICE:

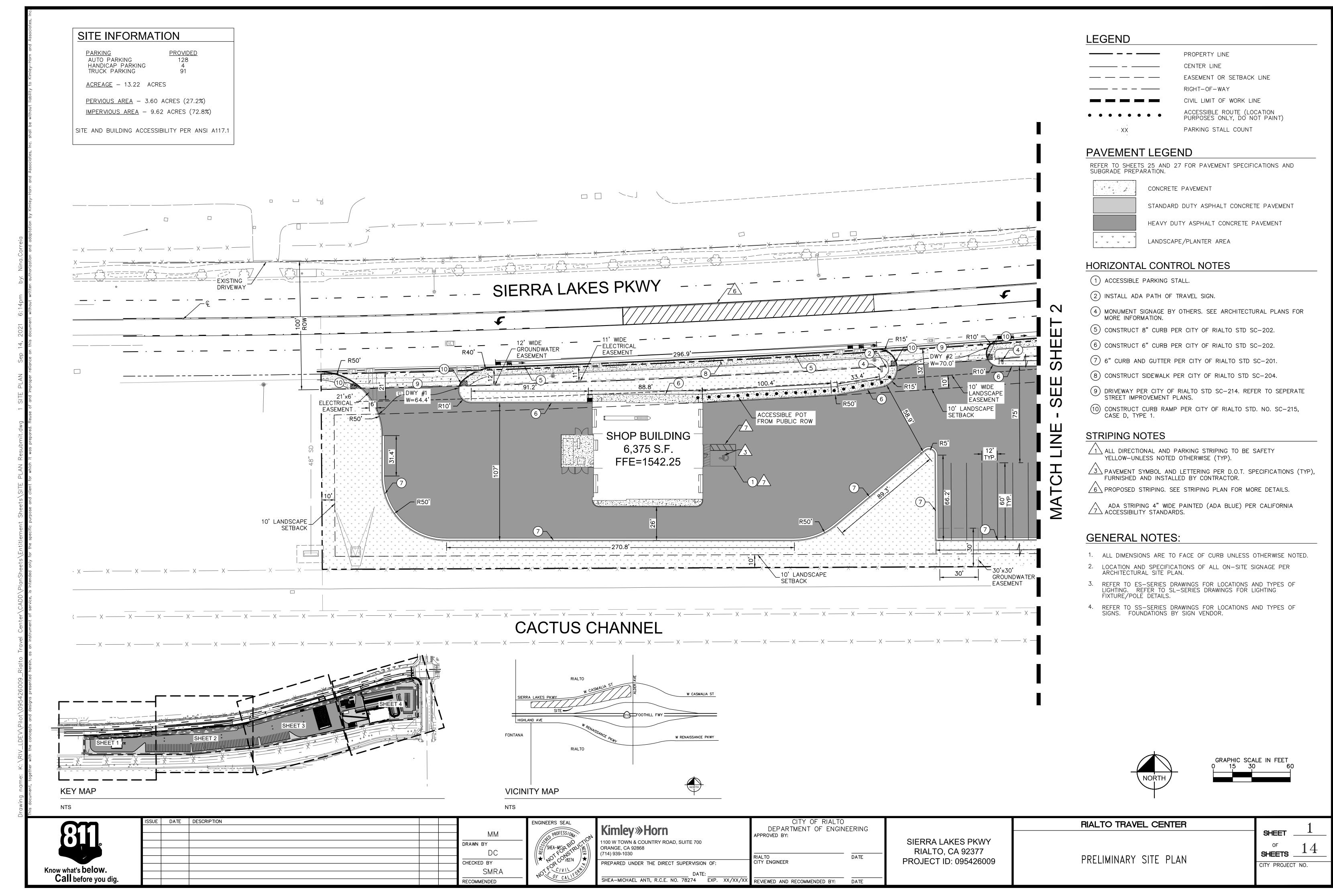
The City published a public hearing notice for proposed project in the San Bernardino Sun newspaper, posted copies of the public hearing notice outside the Council Chambers, City Clerk's Office, and the project site, and mailed public hearing notices to all property owners within 1,000 feet of the project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

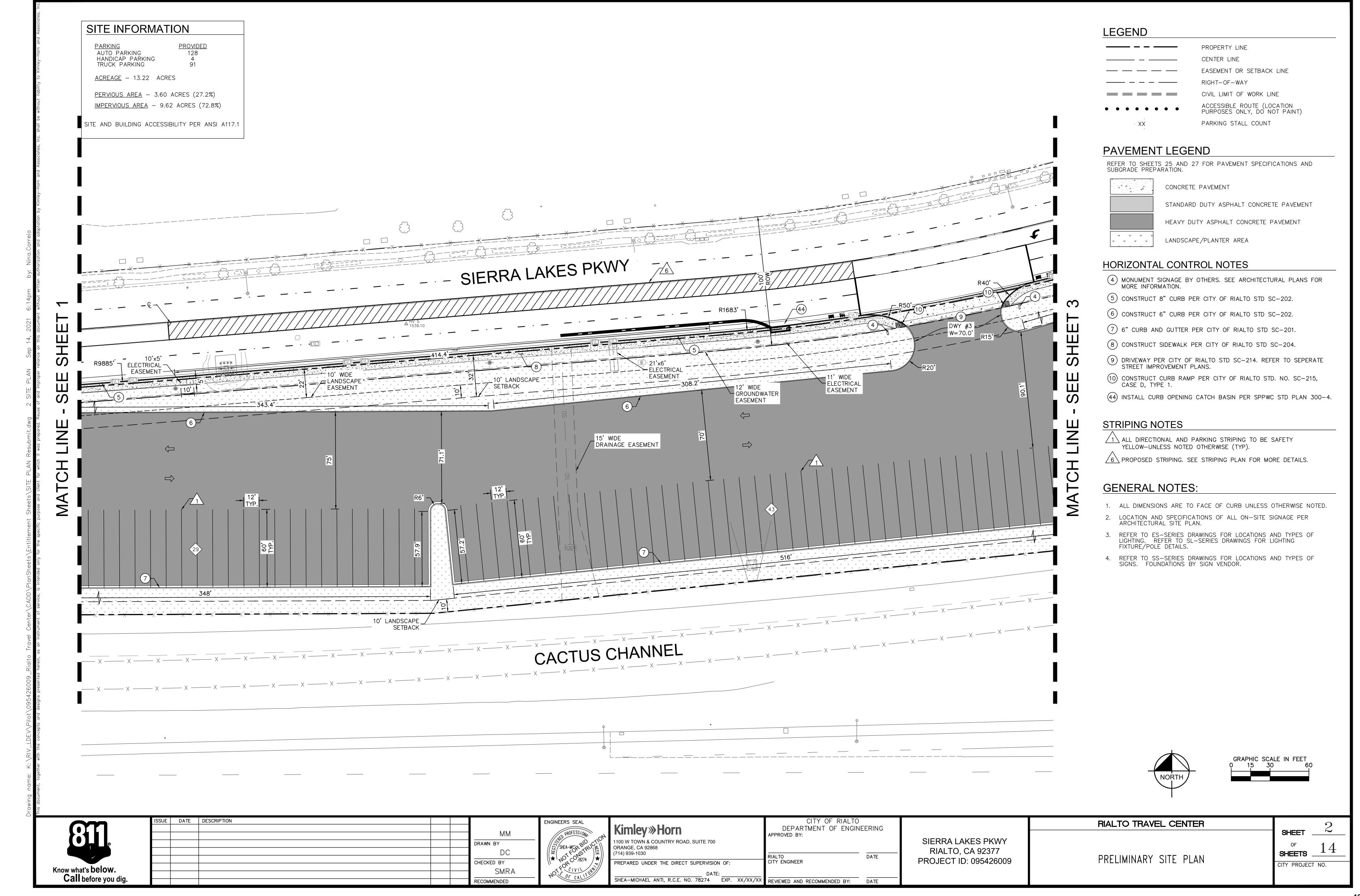
RECOMMENDATION:

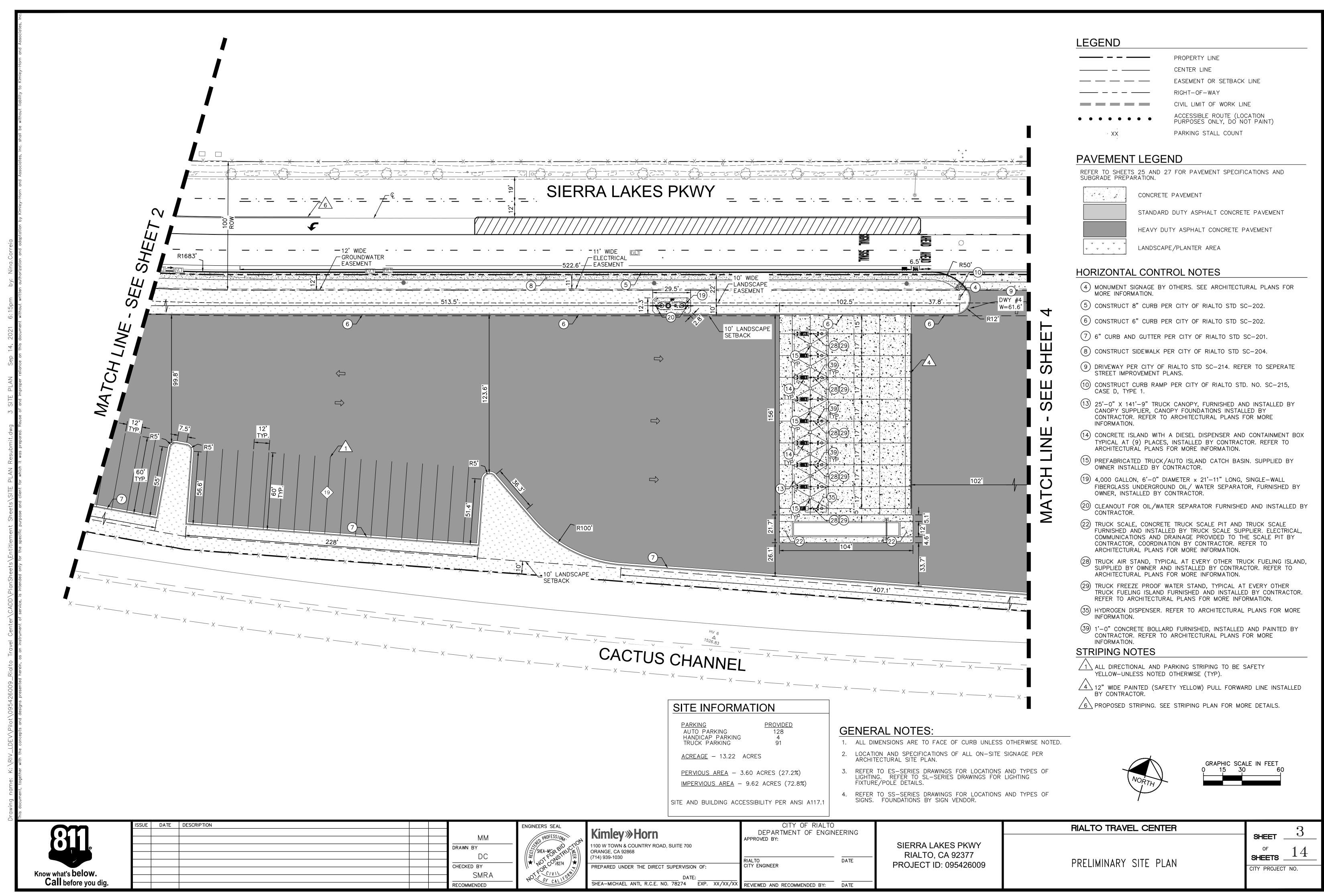
The Planning Division recommends that the Planning Commission:

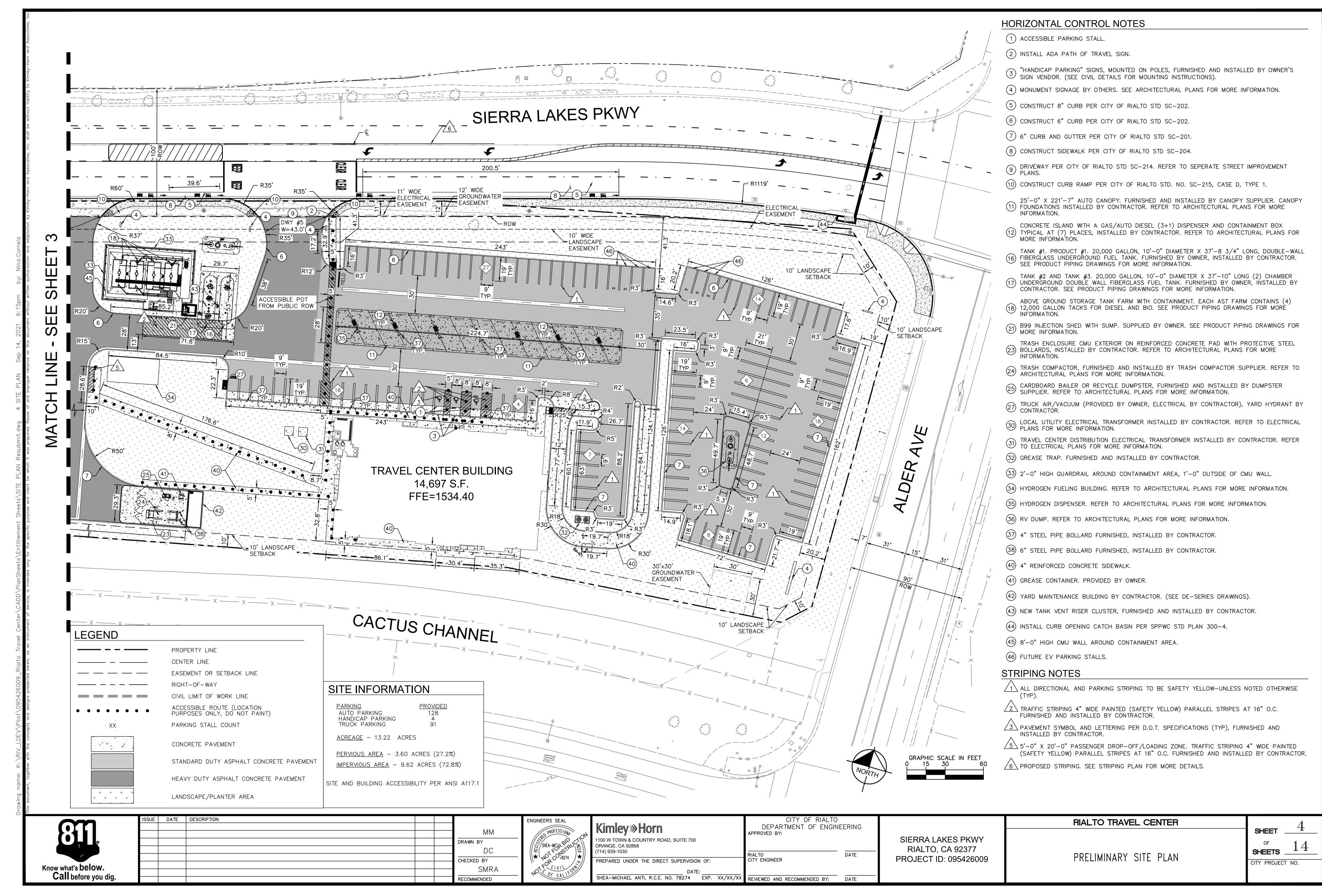
- Adopt the attached Resolution (Exhibit M) to approve an Addendum to the previously certified Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) for the proposed project, and authorize staff to file the attached Notice of Determination with the Clerk of the Board of San Bernardino County; and
- Adopt the attached Resolution (Exhibit N) to approve Conditional Development Permit No. 2021-0009 to allow the development and operation of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy, subject to the findings and conditions therein: and
- Adopt the attached Resolution (Exhibit O) to approve Conditional Development Permit No. 2021-0010 to allow the development and operation of a truck fuel station consisting of nine (9) fuel dispensers and a 3,544 square foot overhead canopy, subject to the findings and conditions therein; and
- Adopt the attached Resolution (Exhibit P) to approve Conditional Development Permit No. 2021-0011 to allow the establishment of a 12,297 square foot convenience market/travel center within a proposed 14,697 square foot commercial building, subject to the findings and conditions therein; and
- Adopt the attached Resolution (Exhibit Q) to approve Conditional Development Permit No. 2021-0012 to allow the establishment of a 2,400 square foot restaurant with drive-thru service, subject to the findings and conditions therein; and
- Adopt the attached Resolution (Exhibit R) to approve Conditional Development Permit No. 2021-0013 to allow the development and operation of a 6,375 square foot truck service shop building, subject to the findings and conditions therein; and
- Adopt the attached Resolution (Exhibit S) to approve Conditional Development Permit No. 2021-0014 to allow the sale of beer and wine for off-site consumption from a proposed 12,297 square foot convenience market/travel center and make a determination that the request constitutes a public convenience and necessity, subject to the findings and conditions therein; and
- Adopt the attached Resolution (Exhibit T) to approve Precise Plan of Design No. 2021-0013 to allow the development of a passenger vehicle fuel station consisting of a 5,519 square foot canopy with seven (7) fuel dispensers underneath, a truck fuel station consisting of a 3,544 square foot canopy with nine (9) fuel dispensers underneath, a 14,697 square foot commercial building with drive-thru service, a 6,375 square foot truck service shop building, and associated fuel tanks, paving, screen walls, fencing, lighting, landscaping, and drainage improvements, subject to the findings and conditions therein.

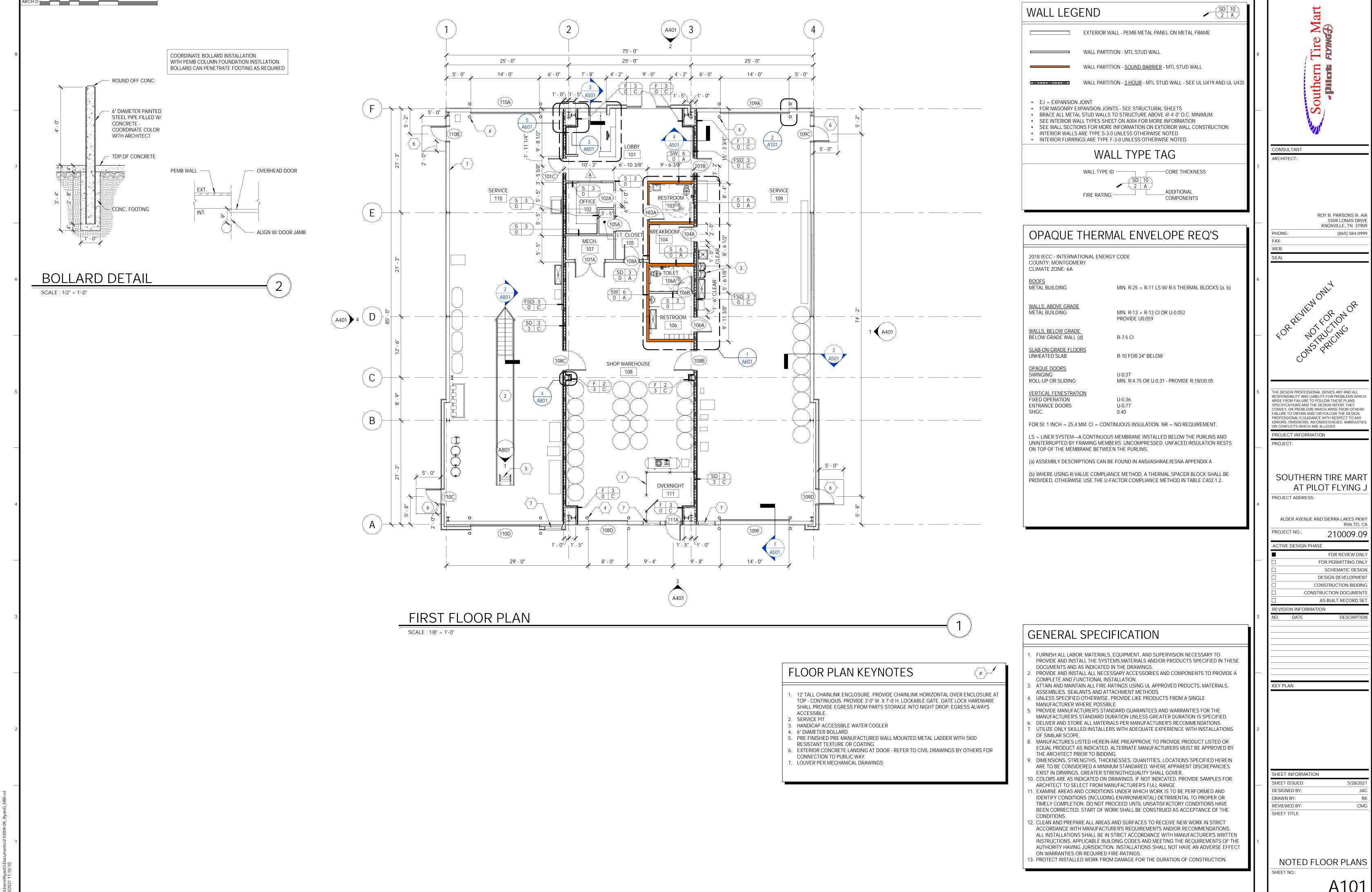


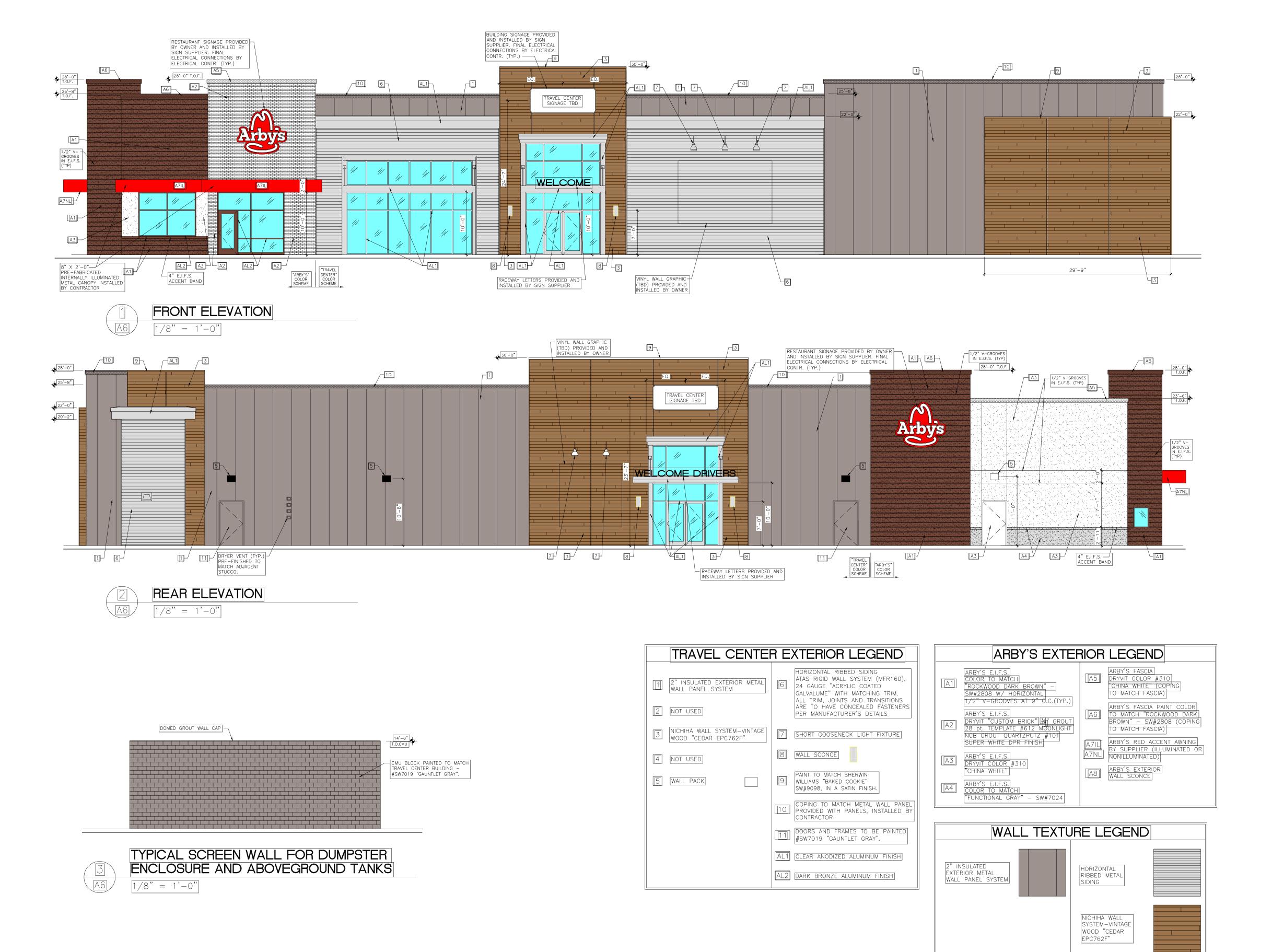












EXTERIOR
ELEVATIONS
RIALTO TRAVEL CENTER
DER AVENUE AND SIERRA LAKES PKWY
RIALTO, CA

DATE: REV: REVISION DESCRIPTION: INT.:

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RIALTO TRAVEL CENTER
ALDER AVENUE AND SIERRA LAKES PKWY
RIALTO, CA

EXTERIOR ELEVATIONS

1328-01 INT.:

DRAWN BY: VAB | PROJECT: REVISION DESCRIPTION:

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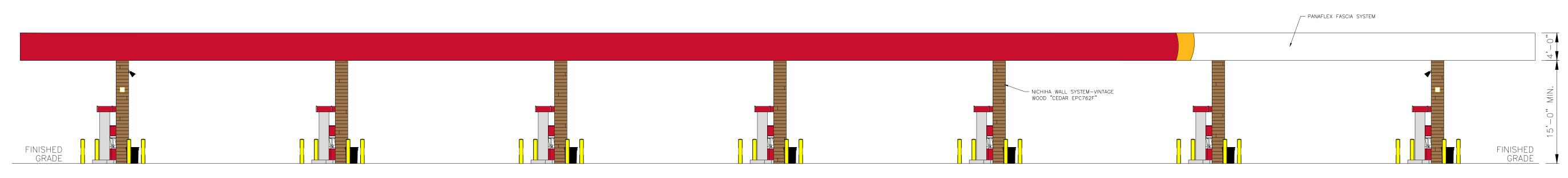
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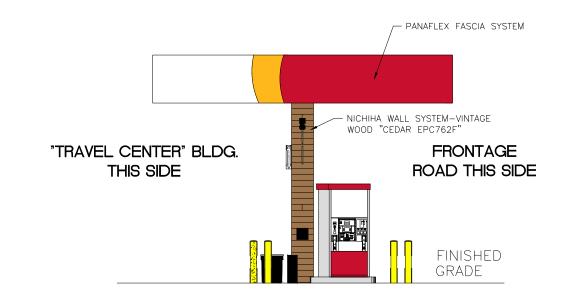
AUTO CANOPY FRONT ELEVATION

1/8" = 1'-0"

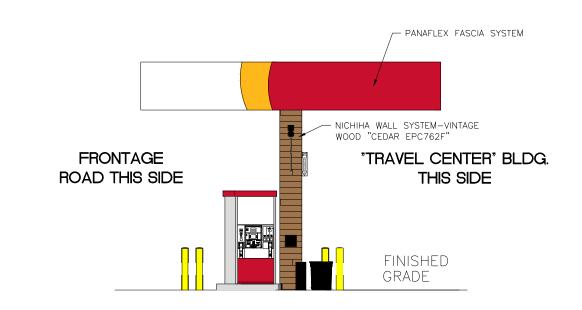


AC1 AUTO CANOPY REAR ELEVATION

1/8" = 1'-0"

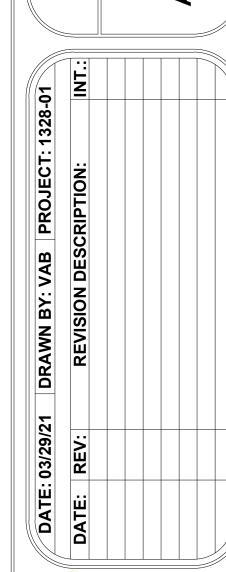








RIALTO TRAVEL CENTER
ALDER AVENUE AND SIERRA LAKES PKWY
RIALTO, CA



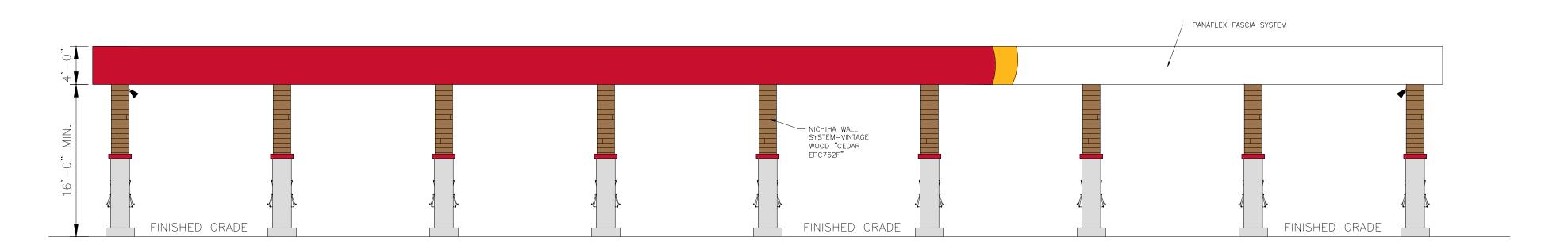
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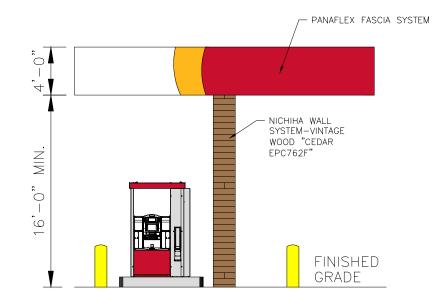
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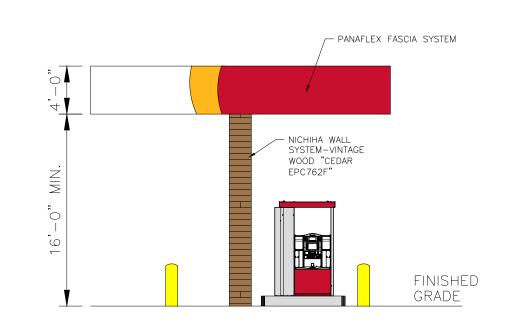
FINISHED GRADE











FINISHED GRADE



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TE: REV: REVISION DESCRIPTION: INT.:

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TC1



ELEVATION KEYNOTES 💉

1. SIGN 1 (INTERNAL LED CABINET)

2. SIGN 2 (18 OZ HEAVYWEIGHT BANNER)

SIGN 3 (NON-ILLUMINATED WALL SIGN)

SIGN 4 (1" DEPTH ALUMINUM PAN FACE SIGN)SIGN 5 (1" DEPTH ALUMINUM PAN FACE SIGN)

SIGN 6 (1" DEPTH ALUMINUM PAN FACE SIGN)
 SIGN 7 (18 OZ HEAVYWEIGHT BANNER)
 KNOX BOX MOUNTED NO HIGHER THAN 6'-0" ABOVE GRADE (AS REQUIRED BY LOCAL

JURISDICTION.

LOUVERS - REFER TO MECHANICAL FOR INFORMATION
 INSULATED EXTERIOR METAL WALL PANEL SYSTEM
 NICHIHA WALL SYSTEM - VINTAGE WOOD "CEDAR EPC762F"

GENERAL NOTES

PROVIDE BLOCKING FOR SIGNAGE

PROVIDE BLOCKING FOR SIGNAGE
 GUTTERS BY P.E.M.B. MANUFACTURER.

3. PROVIDE ADDRESS NUMBER SIGNAGE AS REQUIRED BY LOCAL JURISDICTION

ELEVATION COLORS						
ITEM	FINISH	COLOR - MATCH TRAVEL CENTER COLORS				
INSULATED METAL WALL PANEL	PVDF LOW GLOSS					
NICHIHA WALL SYSTEM - VINTAGE "CEDAR EPC762F"	PVDF LOW GLOSS					
ROOF	PVDF LOW GLOSS	SOLAR WHITE				
CANOPY	PVDF LOW GLOSS	BRITE RED				
DOWNSPOUT	PVDF LOW GLOSS	SLATE GRAY				
GUTTER	PVDF LOW GLOSS	SLATE GRAY				
TRIM	PVDF LOW GLOSS	SLATE GRAY				
OVERHEAD DOOR	PREFINISHED	TO BE SELECTED BY OWNER				
STOREFRONT	PREFINISHED	CLEAR ANNODIZED				
H.M. DOOR AND FRAME	PAINT	PAINT - MATCH SLATE GRAY				

Southern Tire Mart

CONSULTANT
ARCHITECT:

ROY B. PARSONS III, AIA 5508 LONAS DRIVE KNOXVILLE, TN 37909

: (865) 584-0999

FOR REVIEW ONLY
FOR RUTFORTON OR
AND TRUCTIONS
AND TRUCTIONS

THE DESIGN PROFESSIONAL DENIES ANY AND ALL RESPONSIBILITY AND LIABILITY FOR PROBLEMS WHICH ARISE FROM FAILURE TO FOLLOW THESE PLANS, SPECIFICATIONS AND THE DESIGN INTENT THEY CONVEY, OR PROBLEMS WHICH ARISE FROM OTHERS' FAILURE TO OBTAIN AND/ OR FOLLOW THE DESIGN PROFESSIONAL'S GUIDANCE WITH RESPECT TO ANY ERRORS, OMISSIONS, INCONSISTENCIES, AMBIGUITIES OR CONFLICTS WHICH ARE ALLEGED.

PROJECT INFORMATION
PROJECT:

SOUTHERN TIRE MART AT PILOT FLYING J

PROJECT ADDRESS:

ALDER AVENUE AND SIERRA LAKES PKWY RIALTO, CA

PROJECT NO.: 210009.09

E DESIGN PHASE

FOR REVIEW ONLY

FOR PERMITTING ONLY

SCHEMATIC DESIGN

DESIGN DEVELOPMENT

CONSTRUCTION BIDDING

CONSTRUCTION DOCUMENTS

☐ AS-BUILT RECORD SE

REVISION INFORMATION
NO. DATE

EET INFORMATION
EET ISSUED:

DESIGNED BY:

DRAWN BY:

REVIEWED BY:

EXTERIOR ELEVATIONS

A401

_____ 177

PLANT SCHEDULE							
TREES	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT/SPREAD	CAL.	WUCOLS	
	44	HYMENOSPORUM FLAVUM / SWEETSHADE FRONTAGE TREE IN ACCORDANCE WITH STREET TREE PLAN	24" BOX	9`-11` HT 3`-4` SPR.	1" CAL.	MODERATE	
	23	KOELREUTERIA BIPINNATA / CHINESE FLAME TREE FRONTAGE TREE IN ACCORDANCE WITH STREET TREE PLAN	24" BOX	9`-10` HT. X 3`-4` SPR.	1" CAL.	MODERATE	
	45	PISTACIA CHINENSIS / CHINESE PISTACHE FRONTAGE TREE IN ACCORDANCE WITH STREET TREE PLAN	24" BOX	9`-11` HT. X 3`-4` SPR.	1" CAL.	MODERATE	
	31	PLATANUS RACEMOSA / CALIFORNIA SYCAMORE	24" BOX	9`-11` HT 3`-4` SPR.	1" CAL.	LOW	
	19	PRUNUS CERASIFERA `ATROPURPUREA` / PURPLE-LEAF PLUM ACCENT TREE	24" BOX	9`-11` HT 3`-4` SPR.	1" CAL.	MODERATE	
	15	ULMUS PARVIFOLIA `TRUE GREEN` / TRUE GREEN LACEBARK ELM PARKING LOT TREE	24" BOX	9`-11` HT. X 3`-4` SPR.	1" CAL.	LOW	
SHRUBS SHRUBS	<u>QTY</u>	BOTANICAL / COMMON NAME	CONT.	<u>SPACING</u>	WUCOLS		
₩	20 98	AGAVE X `BLUE FLAME` / BLUE FLAME AGAVE DIETES BICOLOR / FORTNIGHT LILY	5 GAL.	3` O.C. 5` O.C.	LOW		
$\stackrel{\smile}{\Leftrightarrow}$	13	HESPERALOE PARVIFLORA / RED YUCCA	5 GAL.	5` O.C.	LOW		
· ·	76	HETEROMELES ARBUTIFOLIA / TOYON	5 GAL.	AS SHOWN	LOW		
Julius James	59	MUHLENBERGIA RIGENS / DEER GRASS	1 GAL.	5` O.C.	LOW		
O	30	MYRTUS COMPACTA / COMPACT MYRTLE	5 GAL.	6` O.C.	LOW		
\oslash	28	PLUMBAGO AURICULATA `MONOTT` TM / ROYAL CAPE PLUMBAGO	5 GAL.	6` O.C.	LOW		
	101	RHAPHIOLEPIS INDICA `CLARA` / CLARA INDIAN HAWTHORN	5 GAL.	6` O.C.	LOW		
•	66	ROSMARINUS OFFICINALIS 'TUSCAN BLUE' / TUSCAN BLUE ROSEMARY	5 GAL.	5` O.C.	LOW		
(#)	58	SALVIA GREGGII `FURMANS RED` / FURMAN`S RED AUTUMN SAGE	5 GAL.	4` O.C.	LOW		
\bigcirc	167	SALVIA LEUCANTHA `SANTA BARBARA` / MEXICAN BUSH SAGE	5 GAL.	4` O.C.	LOW		
	83	WESTRINGIA FRUTICOSA 'MORNING LIGHT' / MORNING LIGHT COAST ROSEMARY	5 GAL.	6` O.C.	LOW		
GROUND COVERS	QTY	BOTANICAL / COMMON NAME	CONT.	SPACING	WUCOLS		
	242	ACACIA REDOLENS `LOW BOY` / LOW BOY BANK CATCLAW	1 GAL.	5` O.C.	LOW		
	372	ARTEMISIA CALIFORNICA 'CANYON GREY' / CANYON GREY CALIFORNIA SAGEBRUSH	1 GAL.	5` O.C.	LOW		
9 6 6 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	194	BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE BRUSH	1 GAL.	5` O.C.	LOW		
	438	CARISSA MACROCARPA 'GREEN CARPET' / GREEN CARPET NATAL PLUM	1 GAL.	5` O.C.	MODERATE		
	3,853 SF	DECOMPOSED GRANITE / 1/4" SCREENED	NON-STABILIZED D.G.				
	365	ELYMUS CONDENSATUS / GIANT WILD RYE	1 GAL.	4` O.C.	LOW		
	288	FESTUCA RUBRA `MOLATE` / MOLATE RED FESCUE	1 GAL.	4` O.C.	LOW		
* * * * * * * * * * * * * * * * * * *	46,103 SF	HYDROSEED / SEE SEED CHART ON SHEET L1.0 MANUFACTURER: S&S SEED OR APPROVED EQUAL	SEED	-	-		
	1,199	LANTANA MONTEVIDENSIS / TRAILING LANTANA	1 GAL.	3` O.C.	LOW		
	511	MYOPORUM X `PACIFICUM` / MYOPRORUM	1 GAL.	4` O.C.	LOW		
	419	OSTEOSPERMUM FRUTICOSUM / AFRICAN DAISY	1 GAL.	4` O.C.	LOW		
	7,036 SF	ROCK COBBLE / 3"-8" ROCK COBBLE AT 3" DEPTH MIN. 3"-8" DIA ARIZONA COBBLE FROM SOUTHWEST BOULDER & STONE OR APPROVED EQUAL	COBBLE				
	1,155 LF	METAL EDGER					

LANDSCAPE REQUIREMENTS				
REQUIRED	PROVIDED			
1 TREE PER 5 PARKING STALLS 222 PARKING STALLS / 5 =44.4 TREES	39 PARKING LOT TREES + 6 ACCENT TREES AT BUILDING ENTRY = 45 TREES			
MEDIUM TO LARGE SCALE TREES (24" OR 36" BOX) PROVIDED APPROXIMATELY 30' ON CENTER WITHIN LANDSCAPE PLANTER	PROVIDED - 24 " BOX TREES ARE PLACED AT APPROXIMATELY 30' ON CENTER ALONG STREET FRONTAGES AND THE SOUTH PROPERTY LINE			

<u>SITE AREA</u> - 575,863 S.F.

LANDSCAPE AREA - 166,802 S.F.

PERCENT LANDSCAPE - 29%

LANDSCAPE NOTE:

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

IRRIGATION NOTE:

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

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AB-1881 AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE AND IRRIGATION DESIGN PLAN/1

COREY R. CAMERON, LLA 6625

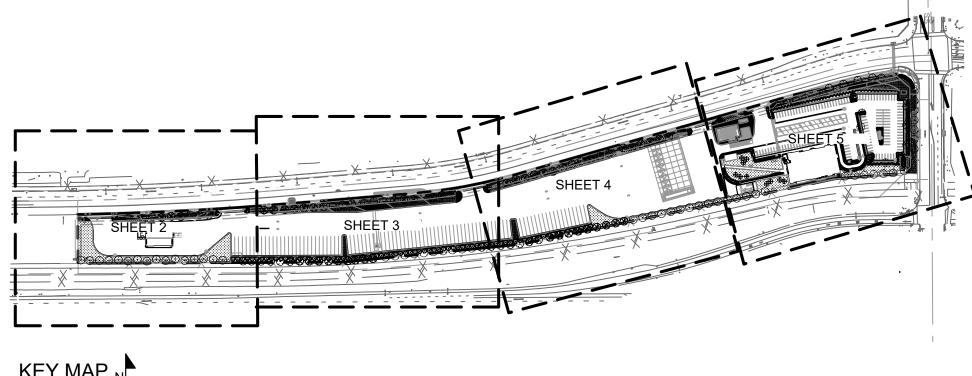
SEED MIX CHART

ORNAMENTAL, LOW GROWING NATIVE MIX

This is a mixture of showy, low growing annual and perennial species that will provide months of bright spring color in a non-irrigated setting, or year-round color when irrigated. This mix may be used alone or in conjunction with grass and shrub seeds.

SPECIES	COMMON NAME	BULK #'s/ACRE	MIN % PLS
Achillea millefolium	Yarrow	1.00	85
Acmispon glaber	Deerweed	4.00	76
Acmispon heermannii	Hermann's lotus	2.00	70
Camissoniopsis cheiranthifolia	Beach evening primrose	1.00	86
Clarkia bottae	Punchbowl godetia	1.00	74
Collinsia heterophylla	Chinese houses	3.00	83
Eschscholzia californica	California poppy	2.00	83
Festuca microstachys	Small fescue	8.00	90
Lasthenia californica	Dwarf goldfields	0.50	68
Layia platyglossa	Tidy tips	0.50	77
Lupinus bicolor	Bicolor lupine	1.00	83
Lupinus nanus	Sky lupine	2.00	83
Mimulus aurantiacus longiflorus	Sticky monkeyflower	1.00	3
Mimulus aurantiacus puniceus	Mission red monkeyflower	1.00	3
Muhlenbergia microsperma	Littleseed muhly	2.00	48
Nemophila maculata	Fivespot	3.00	83
Sisyrinchium bellum	Blue eyed grass	2.00	78
187	0200 200	35.00	

MANUFACTURER: S&S SEEDS INSTALL PER MANUFACTURER'S RECOMMENDATIONS



KEY MAP N

NTS

Know what's below. Call before you dig.

SSUE	DATE	DESCRIPTION		
				EB
				DRAWN BY
				CC
				CHECKED BY
				CHECKED B1
				RECOMMENDED

	ENGINEERS SEAL
_	SANDSCAPE AND SCAPE COmeron License AND SCAP
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_	NOT TO Date OF CALIFORNIA

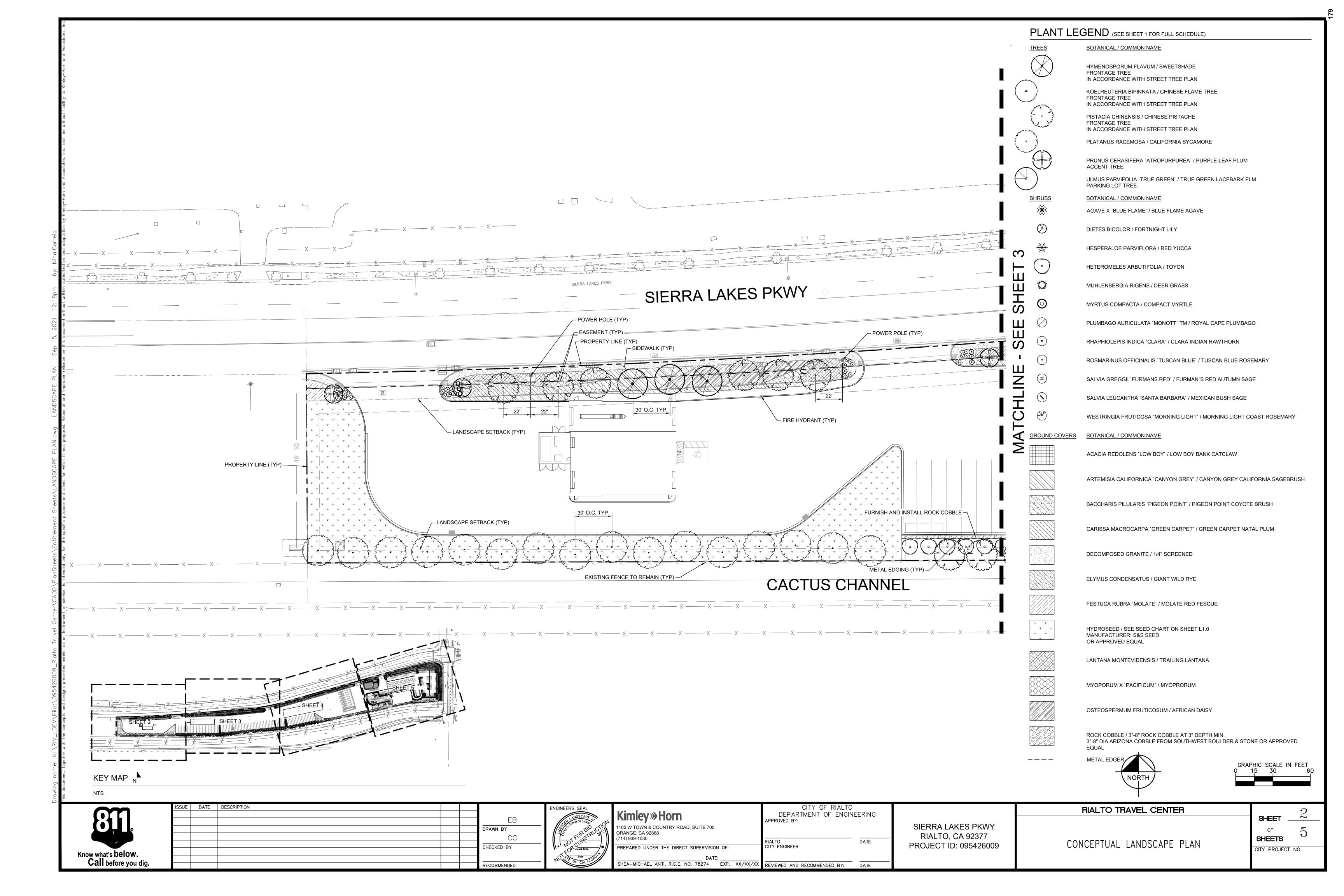
	Kimley >>> Horn 1100 W TOWN & COUNTRY ROAD, SUITE 700 ORANGE, CA 92868 (714) 939-1030	CITY OF RIALTO DEPARTMENT OF ENGINEERING APPROVED BY: RIALTO DATE	
I	PREPARED UNDER THE DIRECT SUPERVISION OF:	CITY ENGINEER	DAIL
	DATE: SHEA-MICHAEL ANTI, R.C.E. NO. 78274 EXP. XX/XX/XX	REVIEWED AND RECOMMENDED BY:	DATE

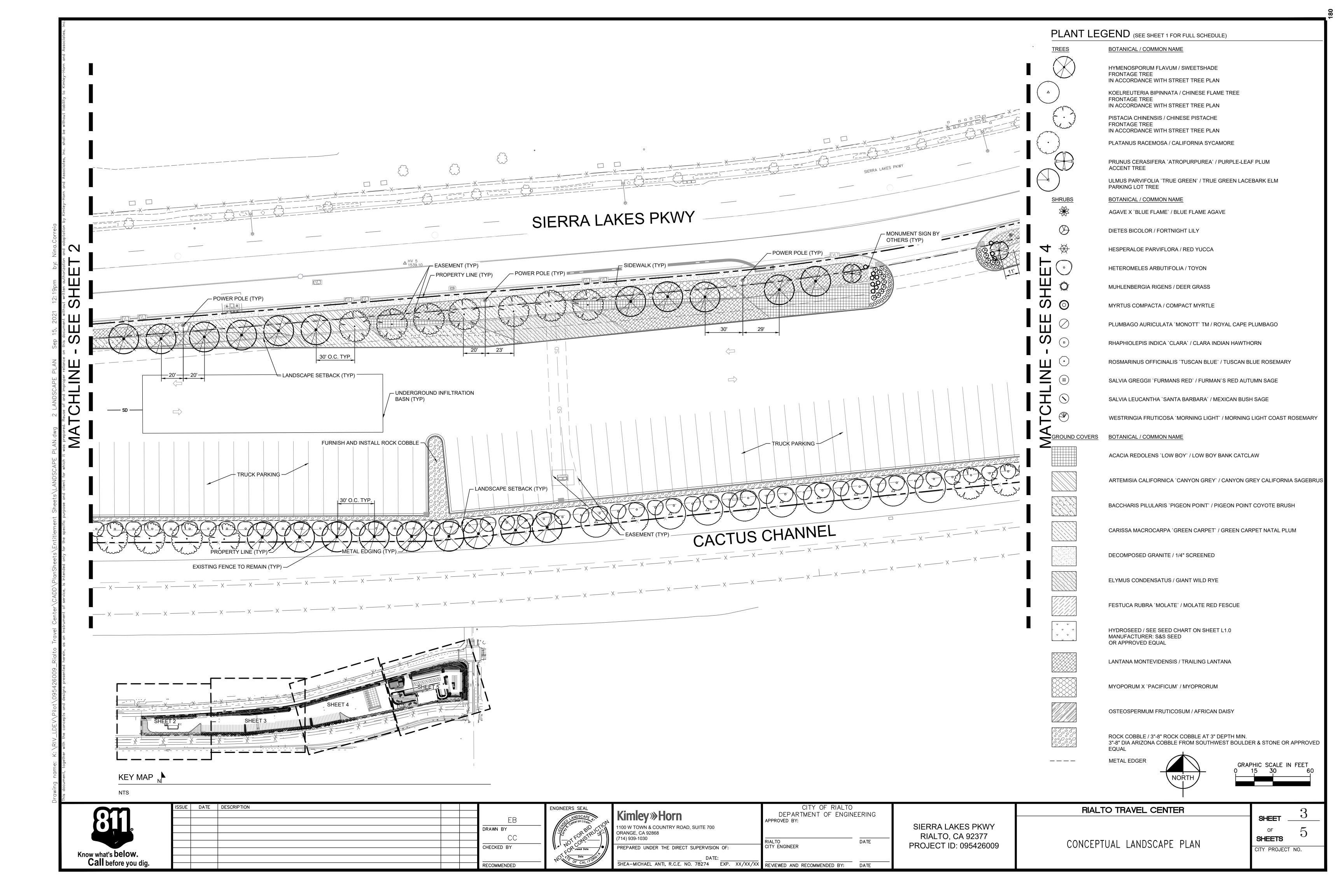
SIERRA LAKES PKWY RIALTO, CA 92377 PROJECT ID: 095426009

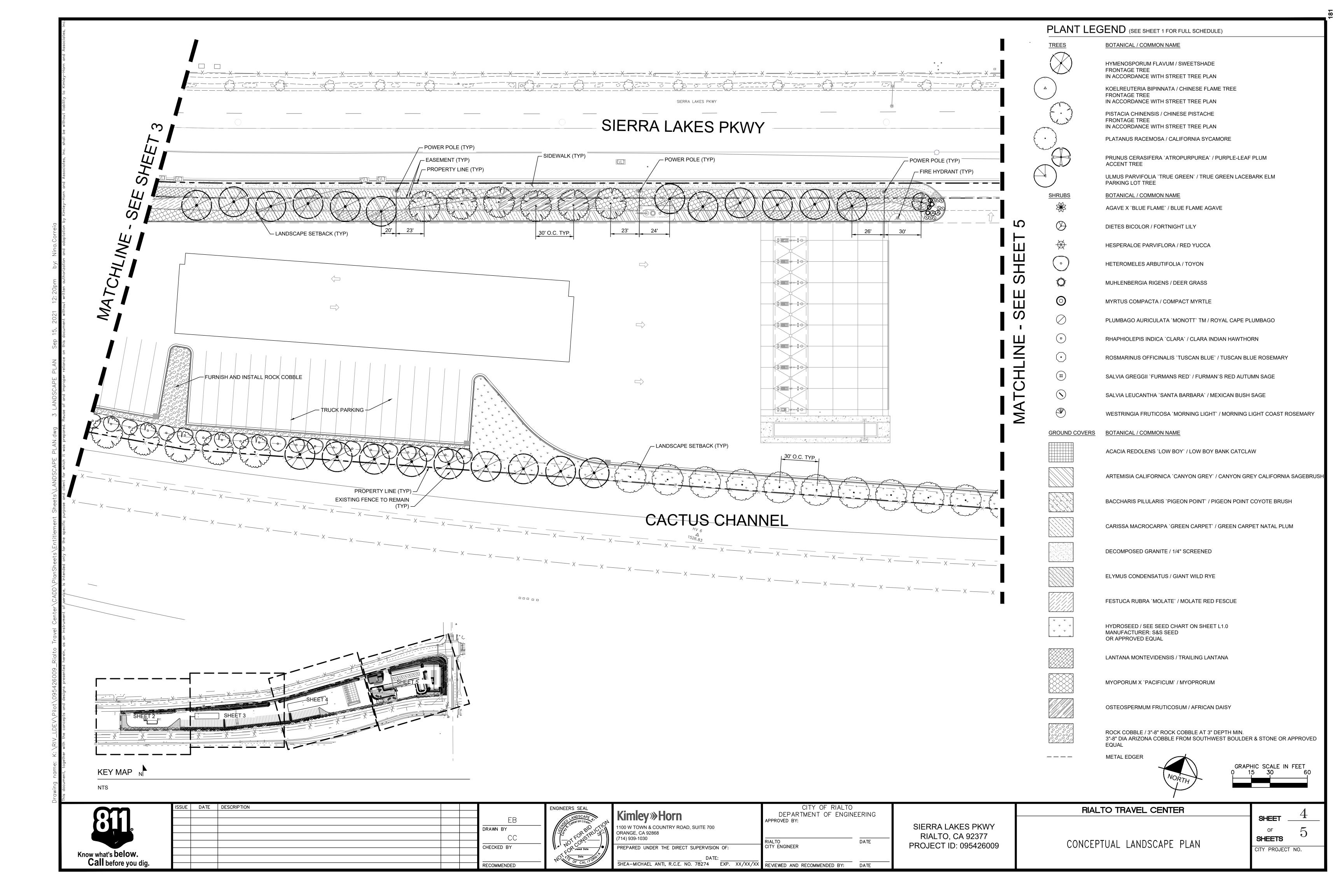
CONCEPTUAL LANDSCAPE NOTES AND SCHEDULES

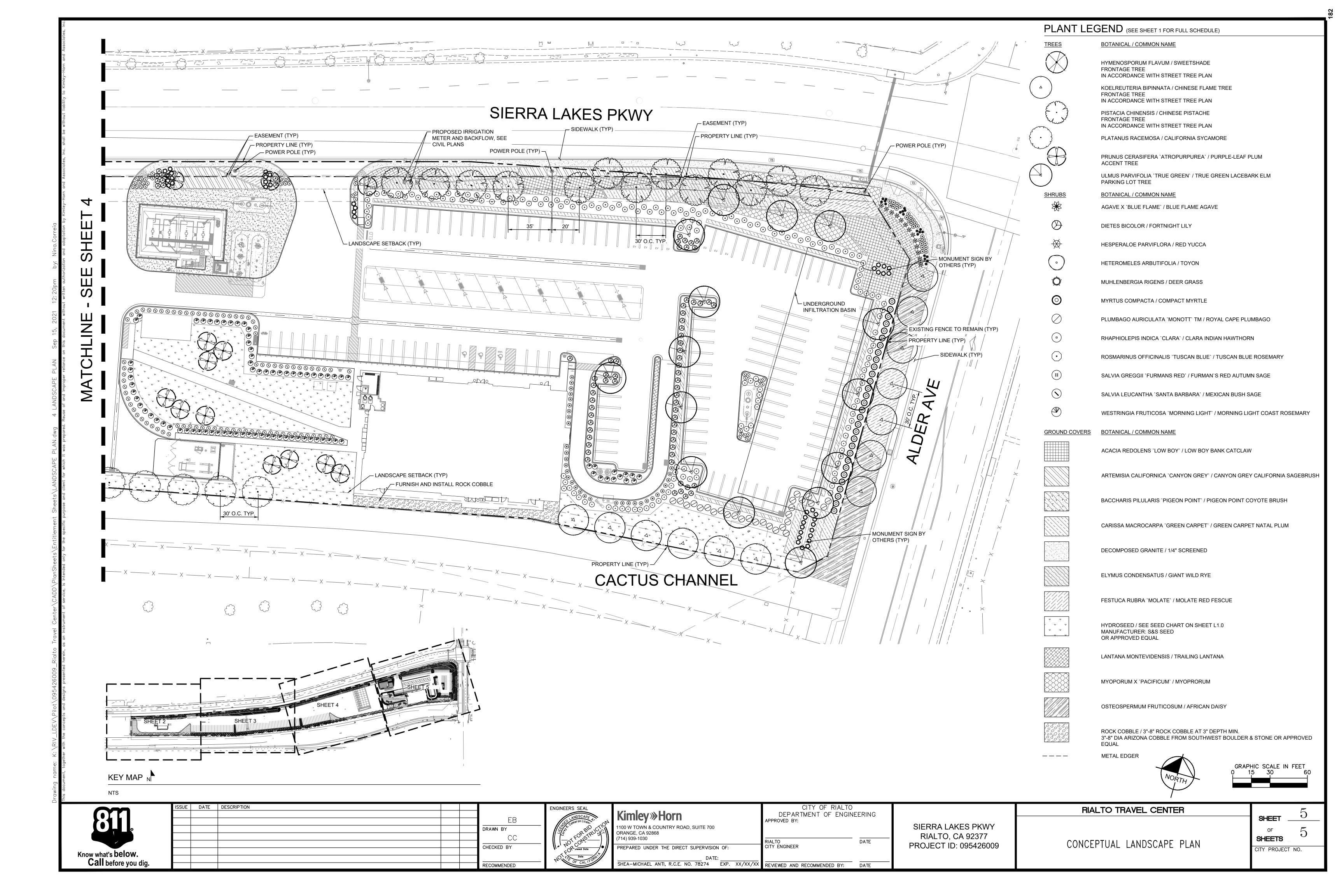
RIALTO TRAVEL CENTER

SHEETS CITY PROJECT NO.









Rialto Travel Center Crime Prevention Plan

Design Elements

- Appropriate site lighting will be used to illuminate the entire property and deter illicit activity. The Cree LED light fixtures utilized will allow proper lot coverage while complying with local lighting ordinances.
- A camera system will be installed to provide recorded visibility to areas around and inside the buildings onsite. Camera footage will be stored on a 6TB DVR system for at least thirty days.
- Fencing will be provided around the property. The fencing used will be Ameristar Invincible Fence with Security Shepherds Hood Pickets. The fence will be 8' tall.

Store Operations Practices

- Facility operates 24 hours per day, eliminating overnight hours when the site is unattended.
- All outdoor lighting, especially in the truck parking area, will be inspected regularly to ensure all fixtures are illuminated.
- Vegetation will be properly maintained along the interior and exterior of the fence to prevent overgrowth from blocking visibility.
- Regularly confirm the CCTV camera system is working properly and that the cameras are aimed correctly.
- Walk the lot multiple times daily to check for abandoned or unattended vehicles. Any such vehicles that are found will be towed. Site walks should also note and report any improper activities.
- Inspect both passenger vehicle and commercial truck fueling areas multiple times daily.
- Ensure team members can see and can be seen throughout the sales area.
- Ensure that team members engage any customer they see, whether on the lot or sales floor.
- Build and maintain relationships with local law enforcement.
- Work with local law enforcement on preferred parking for police vehicles.
 Parking spaces should be denoted with appropriate signage and should be near the front of the building.

Rialto Travel Center Crime Prevention Plan

- Encourage a "see something, say something" mentality among team members and customers to identify and report any potential risks or threats.
- Frequently inspect emergency exit doors to ensure they are kept closed.

Traffic Impact Study

for:

Rialto Travel Center Project

In the City of Rialto

September 2021



TRAFFIC IMPACT STUDY FOR THE PROPOSED RIALTO TRAVEL CENTER PROJECT IN THE CITY OF RIALTO

Prepared by:

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

September 2021

TABLE OF CONTENTS

			Page
l.		INTRODUCTION	
	A.	Purpose of the TIA and Study Objectives	1
	B.	Site Plan Location and Study Area	1
	C.	Development Project Identification	3
	D.	Development Project Description	3
	E.	Analysis Methodology	5
		1. Intersection Analysis – HCM Methodology	5
		2. Level of Service Standards and Measure of Significance	5
		3. Roadway Segment Analysis	7
II.		AREA CONDITIONS	8
	A.	Identify Study Area and Intersections	8
	B.	Description of Existing Roads, Traffic Controls and Intersection Geometrics	9
	C.	Existing Traffic Volumes	
	D.	Existing Delay and Level of Service	13
	E.	General Plan Circulation Element	
	F.	Transit Service	13
III.		PROJECTED FUTURE TRAFFIC	
	A.	Project Traffic	
		1. Project Trip Generation	
		2. Trip Distribution and Assignment	
	B.	Existing Plus Growth Plus Project Traffic (Opening Year 2022)	
		1. Ambient Growth Rate	
		2. Opening Year 2022 Existing Plus Growth	
		3. Opening Year 2022 Existing Plus Growth Plus Project	
	C.	Cumulative Conditions (Existing Plus Growth Plus Cumulative Projects)	
	0.	1. Cumulative Projects	
		2. Background Growth Rate	
		3. Cumulative Projects Trip Generation.	
		4. Cumulative Projects Trip Distribution and Assignment	
		5. Opening Year 2022 Cumulative Without Project Conditions	
		6. Opening Year 2022 Cumulative Plus Project Conditions	
IV.		STORAGE CAPACITY AT LEFT-TURN POCKETS	
ν. V.		RECOMMENDED IMPROVEMENTS	
۷.	A.	Intersection Improvements	
	В.	Roadway Improvements	
VI.	О.	VEHICLE MILES TRAVELED ANALYSIS	
VI.	A.	Introduction	
	A. B.	Vehicle Miles Traveled Screening	
VII.	D.	FINDINGS AND RECOMMENDATIONS	
VII.	C		
	C.	Improvements	
	D.	Traffic Signal Warrant Analysis	
	E.	Site Circulation	
	F.	Safety and Operational Improvements	33

G.	Fair Share Calculations	55
H.	Specific Plan Signalization	55
1.	General Plan Conformance	55
J.	Regional Funding Mechanisms	55
	LIST OF FIGURES	
		Page
Figure 1 –	Vicinity Map	2
Figure 2 –	Project Site Plan	4
Figure 3 –	Existing Lane Configuration and Traffic Control	10
Figure 4 –	Existing Peak Hour Traffic Volumes	12
Ü	Renaissance Specific Plan Amendment Vehicular Circulation Plan	
U	Renaissance Specific Plan Truck Routes	
	Project Trip Distribution – Passenger Vehicles	
U	Project Trip Distribution – Trucks	
•	Project-Related Traffic Volumes	
Ü	– Opening Year 2022 – Existing Plus Growth Traffic Volumes	
· ·	- Opening Year 2022 - Existing Plus Growth Plus Project Traffic Volumes	
U	– Location of Cumulative Projects	
_	- Cumulative Projects Traffic Volumes	
Ü	- Opening Year 2022 Cumulative Without Project Traffic Volumes	
•	- Opening Year 2022 Cumulative Plus Project Traffic Volumes	
Figure 16	– Alder Avenue SR-210 Interchange Improvements	48
	LIST OF TABLES	_
-		Page
	Summary of Intersection Operation – Existing Conditions	
	Summary of Roadway Analysis – Existing Conditions	
	Summary of Project Trip Generation	
	Summary of Intersection Operation – Opening Year 2022 – Existing Plus Growth	
	Summary of Roadway Analysis Opening Year 2022 – Existing Plus Growth	
rabie 6 –	Summary of Intersection Operation – Opening Year 2022 – Existing Plus Growth Plus I	
 Tabla 7 - 9	 Summary of Roadway Analysis – Opening Year 2022 – Existing Plus Growth Plus Project	
	Summary of Cumulative Projects	
	Summary of Intersection Operation – Opening Year 2022 Cumulative Without Project	
	- Summary of Roadway Analysis – Opening Year 2022 Cumulative Without Project	
	- Summary of Intersection Operation – Opening Year 2022 Cumulative Plus Project	
	- Summary of Roadway Analysis – Opening Year 2022 Cumulative Plus Project	
	- Summary of Left-Turn Pocket Storage Capacity	
	- Summary of Intersection Operation with Proposed Recommended Improvements	
	- Summary of Project Fair Share	
	- Summary of Project Fair Share for Recommended Improvements	
	J 1	

APPENDICES

APPENDIX A: APPROVED SCOPING AGREEMENT APPENDIX B: TRAFFIC COUNT DATA SHEETS

APPENDIX C: PCE WORKSHEETS

APPENDIX D: INTERSECTION ANALYSIS WORKSHEETS APPENDIX E: CUMULATIVE PROJECTS INFORMATION

APPENDIX F: VMT ANALYSIS MEMO

APPENDIX G: TRAFFIC SIGNAL WARRANTS APPENDIX H: TRUCK TURNING EXHIBIT

TRAFFIC IMPACT STUDY FOR THE PROPOSED RIALTO TRAVEL CENTER PROJECT IN THE CITY OF RIALTO

I. INTRODUCTION

A. Purpose of the TIA and Study Objectives

This Traffic Impact Study has been prepared to address the traffic-related effects of the proposed Rialto Travel Center project in the City of Rialto.

This study has been conducted in accordance with the traffic study requirements of the City of Rialto, based on the City's *Traffic Impact Analysis Report Guidelines and Requirements* (December 2013), and in accordance with San Bernardino Association of Governments (SANBAG) Congestion Management Program (CMP) requirements.

This study addresses existing and future traffic conditions, taking into account the project trips to be generated by the project and potential project-related effects on the surrounding circulation system.

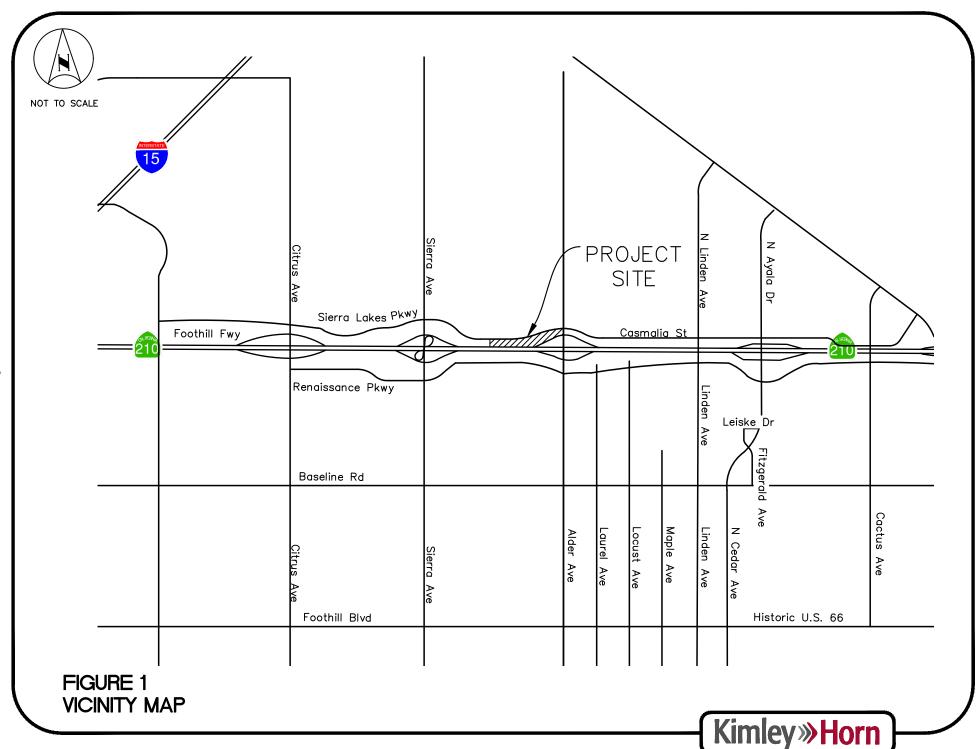
This report includes a description of existing traffic conditions in the surrounding area, estimated project trip generation and distribution, future traffic growth, and an assessment of project-related effects on the roadway system. Where necessary, circulation system improvements have been identified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

The project will be evaluated for the following conditions:

- Existing Conditions
- Opening Year 2022 Existing Plus Growth
- Opening Year 2022 Existing Plus Growth Plus Project
- Opening Year 2022 Cumulative Without Project
- Opening Year 2022 Cumulative Plus Project

B. Site Plan Location and Study Area

The project is located on the southwest corner of the intersection of Alder Avenue and Sierra Lakes Parkway/Casmalia Street, north of the State Route 210 (SR-210) in the City of Rialto. The project site is shown in its regional setting on a vicinity map on Figure 1. The project site (approximately 13.22 acres) is bounded by Sierra Lakes Parkway to the north, SR-210 to the south, Alder Avenue to the east, and vacant land to the west. The project site is located within the Renaissance Specific Plan area.



- 2 -

C. Development Project Identification

Pending.

D. Development Project Description

The project will involve the construction of a gas station with 16 fueling positions and associated convenience store, a 2,400 square-foot fast food restaurant with a drive-through, 6,375 square-foot shop building, and a truck stop with 9 fueling positions on the currently vacant site. The project would also consist of a parking lot with 103 vehicle parking stalls and 91 truck parking stalls. A copy of the project site plan is provided on Figure 2.

The site is located within the Renaissance Specific Plan, which is located generally between Casmalia Street on the north, Baseline Road on the south, Ayala Drive on the east, and Tamarind and Palmetto Avenues on the west. The Renaissance Specific Plan area covers 1,445 acres, with 81 separate Planning Areas, and is approved for a variety of land uses, including residential, commercial, industrial, and employment uses. The Specific Plan was approved for build-out in three separate phases, over a 20-year period. An amendment to the Specific Plan was approved in December, 2016.

The project site is located within Planning Area 1 (PA 1) of the Renaissance Specific Plan Amendment. The existing land use designation is Freeway Incubator for PA 1. The proposed gas stations with convenience store and fast-food restaurant are permitted uses under the Freeway Incubator designation since it permits for large regional retail and business uses.

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

- Three full-movement driveways on Sierra Lakes Parkway for the truck parking stalls and truck fueling positions;
- One exit only driveway on Sierra Lakes Parkway for the truck fueling positions;
- One driveway on Sierra Lakes Parkway for the vehicle fueling positions, convenience store, and fast-food restaurant.

The proposed opening year for the project is Year 2022. The project will be developed in a single project phase. The project site is located within 1 mile from the City of Rialto's border with the City of Fontana.



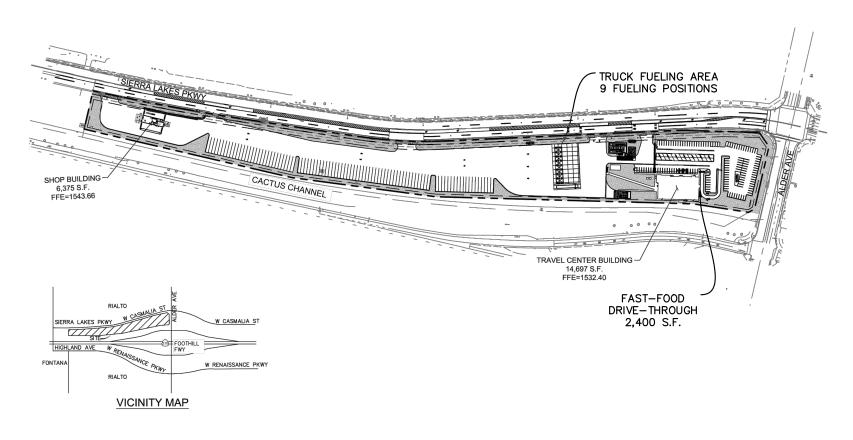


FIGURE 2 PROJECT SITE PLAN

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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) 6th 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							
А	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.						
В	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.						
С	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				
В	> 10 – 20	> 10 – 15				
С	> 20 – 35	> 15 – 25				
D > 35 – 55		> 25 – 35				
E	> 55 – 80	> 35 – 50				
F	> 80	> 50				

Source: Highway Capacity Manual (HCM 6th Edition), Exhibit 18-4.
 Source: Highway Capacity Manual (HCM 6th Edition), Exhibits 19-1 and 20-2.

3. Roadway Segment Analysis

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

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

Notes:

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

Source: City of Rialto Traffic Impact Analysis Report Guidelines and Requirements (2013)

II. AREA CONDITIONS

A. Identify Study Area and Intersections

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

Existing Intersections:

- 1. Alder Avenue at Sierra Lakes Parkway/Casmalia Street
- 2. Alder Avenue at SR-210 Westbound Ramps
- 3. Alder Avenue at SR-210 Eastbound Ramps
- 4. Alder Avenue at Renaissance Parkway

Future Driveway Intersections:

- D1. Sierra Lakes Parkway at Driveway #1 (Truck Stop)
- D2. Sierra Lakes Parkway at Driveway #2 (Truck Stop)
- D3. Sierra Lakes Parkway at Driveway #3 (Truck Stop)
- D4. Sierra Lakes Parkway at Driveway #4 (Truck Stop)
- D5. Sierra Lakes Parkway at Driveway #5 (Gas Station)

In addition, the following roadway segments were analyzed:

- Alder Avenue: Sierra Lakes Parkway to SR-210 EB Ramps
- Alder Avenue: SR-210 EB Ramps to SR-210 WB Ramps
- Alder Avenue: SR-210 WB Ramps to Renaissance Parkway

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*.

Due to the current closure of schools and businesses during the COVID-19 pandemic, historical traffic counts (pre-pandemic) were used at the study intersections and an annual growth of 2% was applied to grow the historical traffic volumes to Year 2021 for existing conditions.

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

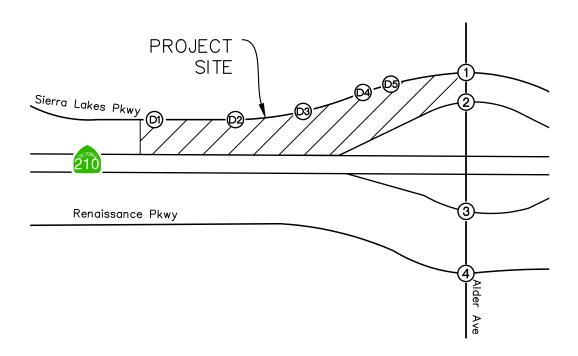
Regional access to the site is provided primarily by the State Route 210 (SR-210) Freeway, to the south of the project site. Access to SR-210 is available on the ramps along Alder Avenue. In addition, the I-215 Freeway is located approximately 6 miles to the east of the site; the I-15 Freeway is approximately 4.5 miles to the west of the site, and access to the I-10 Freeway is approximately 6 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.

Sierra Lakes Parkway/Casmalia Street – Sierra Lakes Parkway is designated as a Secondary Arterial in the Renaissance Specific Plan Amendment, which would provide four travel lanes with a bike lane in each direction and a raised median within 100 feet of right-of-way. Adjacent to the project site, Sierra Lakes Parkway provides three travel lanes with one lane in the eastbound direction and two lanes in the westbound direction. Sierra Lakes Parkway extends in an eastwest orientation through and beyond the boundaries of the City of Rialto, changing to W Casmalia Street to the east. Sierra Lakes Parkway is a truck route between Sierra Avenue and Ayala Drive, with truck access restricted to local deliveries to the west of Alder Avenue. Sierra Lakes Parkway will form the north boundary of the project site. The project site plan depicts three full-movement project truck driveways and one exit-only truck driveway as well as one full-movement passenger car driveway on Sierra Lakes Parkway.

Alder Avenue – Alder Avenue is designated as a Major Arterial in the Renaissance Specific Plan Amendment, which would provide four travel lanes, a bike lane in each direction, and a raised median within 100 feet of right-of-way. Alder Avenue extends in a north-south orientation through and beyond the boundaries of the City of Rialto. Alder Avenue is a truck route between Baseline Road to Casa Grande Drive. Alder Avenue will form the east boundary of the project site. The posted speed limit on Alder Avenue is 50 mph.

Renaissance Parkway – Renaissance Parkway is located approximately 0.3-miles south of the project site, and is designated as a Major Arterial, with four travel lanes, a bike lane in each direction, and a raised center median within 108 feet of right-of-way. Renaissance Parkway extends in an east-west orientation through and beyond the boundaries of the City of Rialto, changing to Highland Avenue to the west and Easton Street to the east. Renaissance Parkway connects with a number of north-south streets that have interchanges with the SR-210 Freeway to the north, and the I-10 Freeway to the south. Renaissance Parkway is a truck route between Alder Avenue and Locust Avenue, and east of Ayala Drive; with truck access restricted to local deliveries between Locust Avenue and Ayala Drive, and west of Alder Avenue.



Alder Ave at Sierra Lakes Pkwy	2. Alder Ave at SR-210 WB Ramps	3. Alder Ave at SR-210 EB Ramps		
4. Alder Ave at Renaissance Pkwy	D1. Sierra Lakes Pkwy at Truck Driveway	D2. Sierra Lakes Pkwy at Truck Driveway		
##	FUTURE INTERSECTION	FUTURE INTERSECTION		
D3. Sierra Lakes Pkwy at Truck Driveway	D4. Sierra Lakes Pkwy at Truck Driveway	D5. Sierra Lakes Pkwy at Vehicle Driveway		
FUTURE INTERSECTION	FUTURE INTERSECTION	FUTURE INTERSECTION		



FIGURE 3
EXISTING LANE CONFIGURATION

AND TRAFFIC CONTROL

LEGEND:

Study Intersection

Turn or Through Lane

Signal

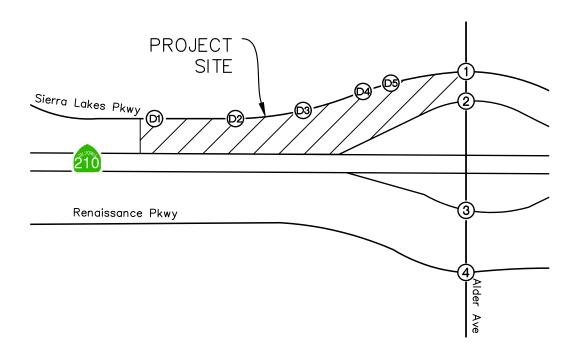


C. Existing Traffic Volumes

As mentioned earlier, due to the disruptions in traffic patterns amid the COVID-19 pandemic, historical traffic data at the study intersections were used for this study. Copies of the traffic count data worksheets are provided in *Appendix B*.

Traffic count data at Intersections #2, #3, and-#4 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 effects of truck traffic on intersection 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 volumes for Intersection #1 were estimated based on the amount of truck traffic on nearby study intersections. PCE volume worksheets are provided in *Appendix C*. Existing morning and evening peak hour volumes with the PCE factors applied are presented on Figure 4.



1. Alder Ave at Sierra Lakes F		2. Alde at SR-210 \	er Ave NB Ramps	3. Alder Ave at SR-210 EB Ramps		
13/11 7 98/82 13/11 7 98/82 13/11 7 98/82 49/130 7 98/82	/194	1.	285/201 4 3/2 299/319 1 154/828	250/186 1/4 461/423 258/428	418/530→ 296/403→	
4. Alder Ave at Renaissance F		1. Sierra La Truck Di		D2. Sierra La Truck D		
88 397/636 397/636 397/636 397/638 397/638 397/638 397/638 397/638 397/638 397/638	/132	132/399→	←207/317	132/399 →	←207/317	
D3. Sierra Lakes Pl Truck Drivewa	kwy at D4 y	4. Sierra La Truck D		D5. Sierra La Vehicle [
132/399→	/317	132/399→	←207/317	132/399→	←207/317	



NOT TO SCALE

LEGEND:

 \otimes

= Study Intersection

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

FIGURE 4
EXISTING PEAK HOUR
TRAFFIC VOLUMES



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 Existing Conditions intersection analysis worksheets are provided in *Appendix D*.

Daily Roadway Operating Conditions

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

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

E. General Plan Circulation Element

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

F. Transit Service

Transit service to the project area is provided via the OmniTrans transit lines, which serve various San Bernardino cities in the area. Bus stops in the project vicinity are located along Sierra Avenue, approximately 1 mile to the west; Baseline Road, approximately 1 mile to the south; and Linden Avenue, approximately 1 mile to the east. A description of the bus routes serving the project area is provided below.

OmniTrans Route 10 operates between the City of Fontana and the City of San Bernardino, traveling through Rialto along Baseline Road in the project vicinity. Route 10 operates on weekdays from 6:25 AM to 8:01 PM with approximately 45-minute to 80-minute headways (the time between bus arrivals), on Saturdays from 6:20 AM to 7:20 PM with approximately 1-hour headways, and on Sundays from 7:10 AM to 6:24 PM with approximately 1-hour headways.

OmniTrans Route 22 operates between the City of Rialto and the City of Colton along Linden Avenue in the project vicinity. Route 22 operates on weekdays from 5:05 AM to 9:43 PM with approximately 1-hour headways, on Saturdays from 7:13 AM to 7:28 PM with approximately 1-hour headways, and on Sundays from 7:28 AM to 7:28 PM with approximately 1-hour headways.

OmniTrans Route 82 operates between the City of Rancho Cucamonga and the City of Fontana along Sierra Avenue in the project vicinity. Route 82 operates on weekdays from 4:25 AM to 10:16 PM with approximately 1-hour headways, on Saturdays from 6:14 AM to 7:51 PM with approximately 1-hour headways, and on Sundays from 6:14 AM to 7:57 PM with approximately 1-hour headways. Route 82 has a transfer point with Route 10 at the intersection of Sierra Avenue and Baseline Road.

OmniTrans Route 312 operates between the City of Fontana and the City of San Bernardino along Linden Avenue and Renaissance Parkway in the project vicinity. Route 312 operates on weekdays from 5:20 AM to 10:30 PM with approximately 1-hour headways, on Saturdays from 7:15 AM to 6:50 PM with approximately 1-hour headways, and on Sundays from 7:15 AM to 6:49 PM with approximately 1-hour headways. Route 312 has a transfer point with Route 10 at the intersection of Linden Avenue and Baseline Road. Route 312 has a transfer point with Route 22 at the intersection of Riverside Avenue and Renaissance Parkway.

TABLE 1 SUMMARY OF INTERSECTION OPERATION EXISTING CONDITIONS

Int.#	Intersection	Traffic	AM Peal	k Hour	PM Peal	k Hour
111t. #	intersection		Delay	LOS	Delay	LOS
1	Alder Avenue at Sierra Lakes Parkway/Casmalia Street	S	46.2	D	43.4	D
2	Alder Avenue at SR-210 WB Ramps	S	28.4	С	29.7	С
3	Alder Avenue at SR-210 EB Ramps	S	26.9	С	23.7	С
4	Alder Avenue at Renaissance Parkway	S	27.9	С	26.3	С

Notes:

- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
- Delay values are based on the methodology outlined in the Highway Capacity Manual, (6th Edition).
- S = Signalized
- U = Unsignalized

TABLE 2 SUMMARY OF ROADWAY SEGMENT ANALYSIS EXISTING CONDITIONS

Roadway	Segment	Existing ADT	LOS D Capacity	LOS D or Better?
	Sierra Lakes Pkwy to SR-210 EB Ramps	14,300	32,999	Yes
Alder Avenue	SR-210 EB Ramps to SR-210 WB Ramps	15,300	32,999	Yes
	SR-210 WB Ramps to Renaissance Pkwy	18,200	32,999	Yes



NOT TO SCALE

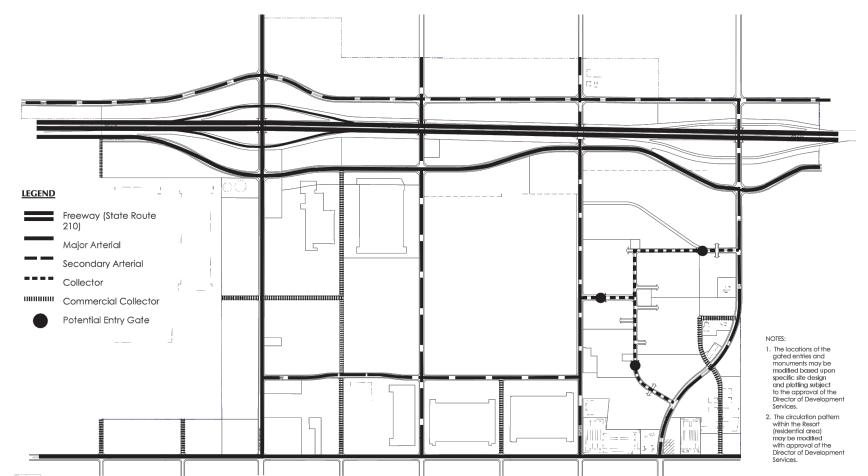


FIGURE 5
RENAISSANCE SPECIFIC PLAN AMENDMENT
VEHICULAR CIRCULATION PLAN



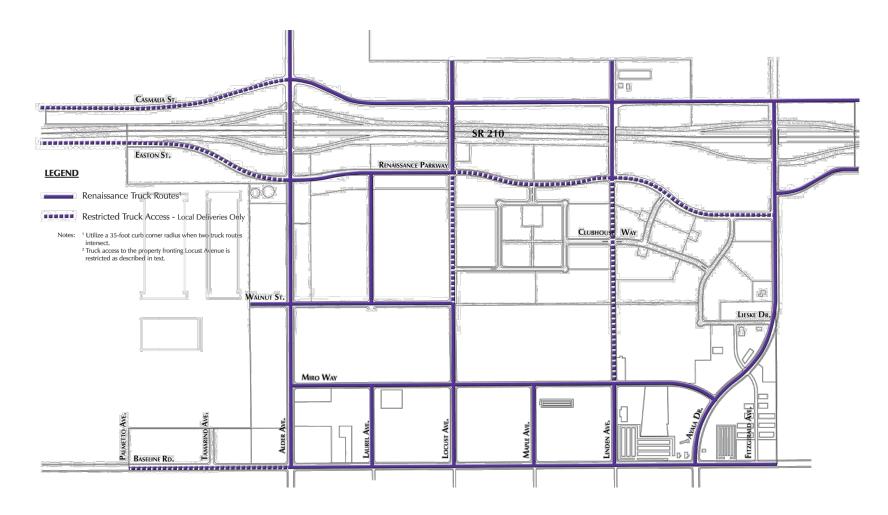


FIGURE 6
RENAISSANCE SPECIFIC PLAN TRUCK ROUTES



<u>- |</u>

III. PROJECTED FUTURE TRAFFIC

A. Project Traffic

1. Project Trip Generation

Trip generation estimates for the project are based on daily and peak hourly trip generation rates obtained from the Institute of Transportation Engineers (ITE) <u>Trip Generation Manual</u> (10th Edition). ITE trip generation estimates for the project are based on the trip generation rates for the following ITE Land Uses: ITE Land Use 934 – Fast-Food Restaurant with Drive-Through Window; ITE Land Use 960 – Gas Station with Convenience Market; and ITE Land Use 950 – Truck Stop. It is assumed that trips generated by the fast-food restaurant and the gas station with convenience market are all passenger vehicle trips while trips generated by the truck stop are all truck trips. It should be noted that a daily trip generation rate for ITE Land Use 950 (Truck Stop) is not available. Therefore, sales data provided by the applicant for similar truck stop facilities, such as gallons of fuel sold on a monthly and daily basis and the average gallons of fuel filled for each truck, were used to determine an approximate number of trucks to visit the truck stop each day and to determine a custom daily rate for the project.

Not all trips from the project are anticipated to be new. Some trips are expected to be captured by the internal land uses, or from the existing flow of traffic passing the site. Internal capture, pass-by, and diverted trip reductions were applied to the project based on methodology within the ITE Trip Generation Handbook (3rd Edition) and the National Cooperative Highway Research Program (NCHRP) 684 Internal Trip Capture Estimation Tool.

Passenger car equivalent (PCE) factors, per City recommendations, were then applied to the truck types, based on number of axles (1.5 PCE for 2-axle trucks, 2.0 PCE for 3-axle trucks, and 3.0 PCE for 4+-axle trucks) to determine the total PCE volumes to be generated by the project. The trip generation rates and PCE factors, and the resulting trip generation estimates for the project are summarized on Table 3. With the PCE factors, the project is estimated to generate 5,523 PCE trips on a daily basis, with 553 PCE trips in the morning peak hour, and 515 PCE trips in the evening peak hour.

2. Trip Distribution and Assignment

Trip distribution assumptions for the project were developed by taking into account the proposed site uses, and the routes to and from the freeway system for the vehicles and trucks. Separate distribution patterns were assumed for passenger car trips and truck trips. Trip distribution patterns for passenger vehicles are shown on Figure 7 and trip distribution patterns for trucks are shown on Figure 8. Trip distribution percentages at each study intersection were applied to the project trip generation to determine the project trips through each intersection. The resulting project-related peak hour trips at the study intersections are shown on Figure 9.

B. Existing Plus Growth Plus Project Traffic (Opening Year 2022)

The project Opening Year is anticipated to be Year 2022.

1. Ambient Growth Rate

An ambient growth rate of 2.0% per year to Opening Year 2022 was applied to existing peak hour traffic volumes to develop Existing Plus Growth forecasts. The resulting peak hour Existing Plus Growth without the project (Opening Year 2022) traffic volumes are shown on Figure 10.

Project traffic was then added to develop Existing Plus Growth Plus Project (Opening Year 2022) traffic forecasts. Existing Plus Growth Plus Project peak hour traffic volumes are shown on Figure 11.

2. Opening Year 2022 Existing Plus Growth

Peak Hour Operating Conditions

Intersection Level of Service analysis was conducted for Existing Plus Growth without the project (Opening Year 2022). The results are shown on Table 4. Intersection analysis worksheets for this scenario are provided in *Appendix D*.

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.

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Existing Plus Growth conditions are shown on Table 5.

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

TABLE 3 SUMMARY OF PROJECT TRIP GENERATION RIALTO TRAVEL CENTER

Trip Generation Rates

Land Use	ITE	Unit	Daily	AM Peak Hour			PM Peak Hour		
Land use	Code (a)			In	Out	Total	In	Out	Total
Fast-Food Restaurant w Drive-Through Window	934	ksf	470.950	0.51	0.49	40.19	0.52	0.48	32.67
Super Convenience Market/Gas Station	960	FP	230.520	0.50	0.50	28.08	0.50	0.50	22.96
Truck Stop	Data (b) / 950	FP	88.889	0.51	0.49	7.18	0.49	0.51	8.41

Project Trip Generation

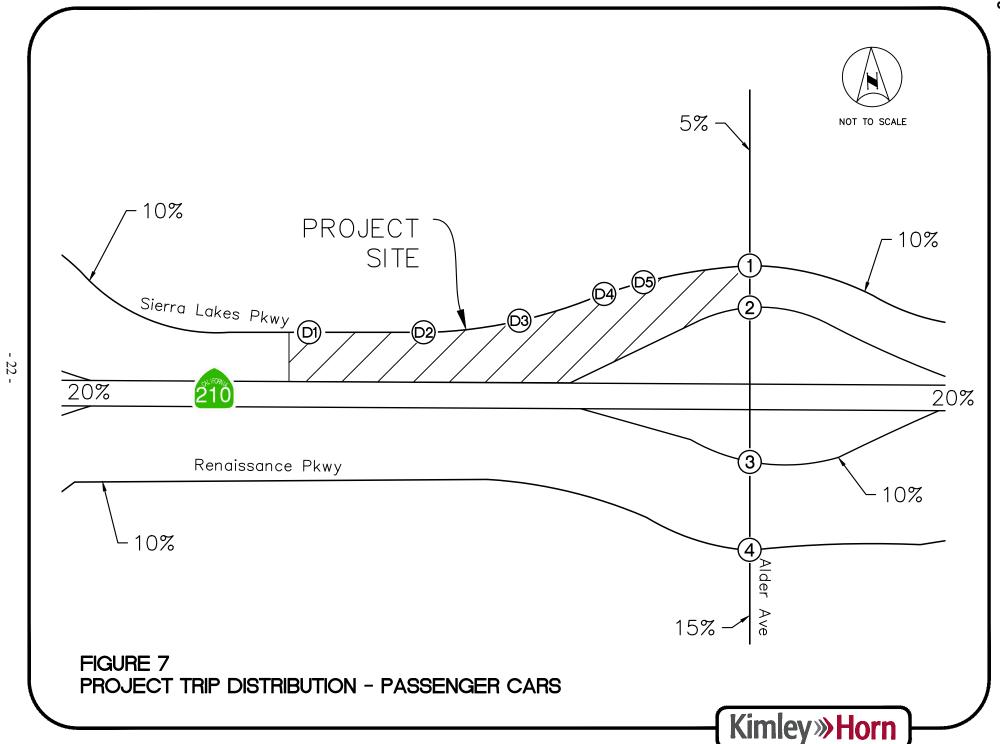
Land Use	Quantity	Unit	Daily	A	AM Peak Hour			PM Peak Hour		
Land Use	Quantity	Ullit		In	Out	Total	In	Out	Total	
Passenger Car Trips										
Fast-Food Restaurant with Drive-Through			1,130	49	47	96	41	37	78	
Internal Capture (c) (Daily: 10%, AM: 10%, PM: 10%)	2.400	ksf	-113	-5	-5	-10	-4	-4	-8	
Pass-By Trips (d) (Daily: 25%, AM: 25%, PM: 25%)	1		-254	-11	-11	-22	-9	-9	-18	
Super Convenience Market/Gas Station			3,688	225	224	449	184	183	367	
Internal Capture (c) (Daily: 10%, AM: 10%, PM: 10%)	16	FP	-369	-23	-22	-45	-19	-18	-37	
Pass-By Trips (d) (Daily: 25%, AM: 25%, PM: 25%)	1		-830	-51	-50	-101	-42	-41	-83	
Truck Trips (f) (g) (h)	Truck Trips (f) (g) (h)									
Truck Stop			800	33	32	65	37	39	76	
Pass-By Trips (i) (Daily: 5%, AM: 5%, PM: 5%)	9	FP	-40	-2	-1	-3	-2	-2	-4	
PCE Truck Stop (PCE Factor = 3)	7	l rr	2,400	99	96	195	111	117	228	
PCE Pass-By Trips (i) (Daily: 5%, AM: 5%, PM: 5%)			-120	-6	-3	-9	-6	-6	-12	
Total Driveway Trips			6,736	345	340	685	313	315	628	
Passenger Car			4,336	246	244	490	202	198	400	
Truck PCE			2,400	99	96	195	111	117	228	
Total Primary Trips			5,532	277	276	553	256	259	515	
Passenger Car			3,252	184	183	367	151	148	299	
Truck PCE			2,280	93	93	186	105	111	216	

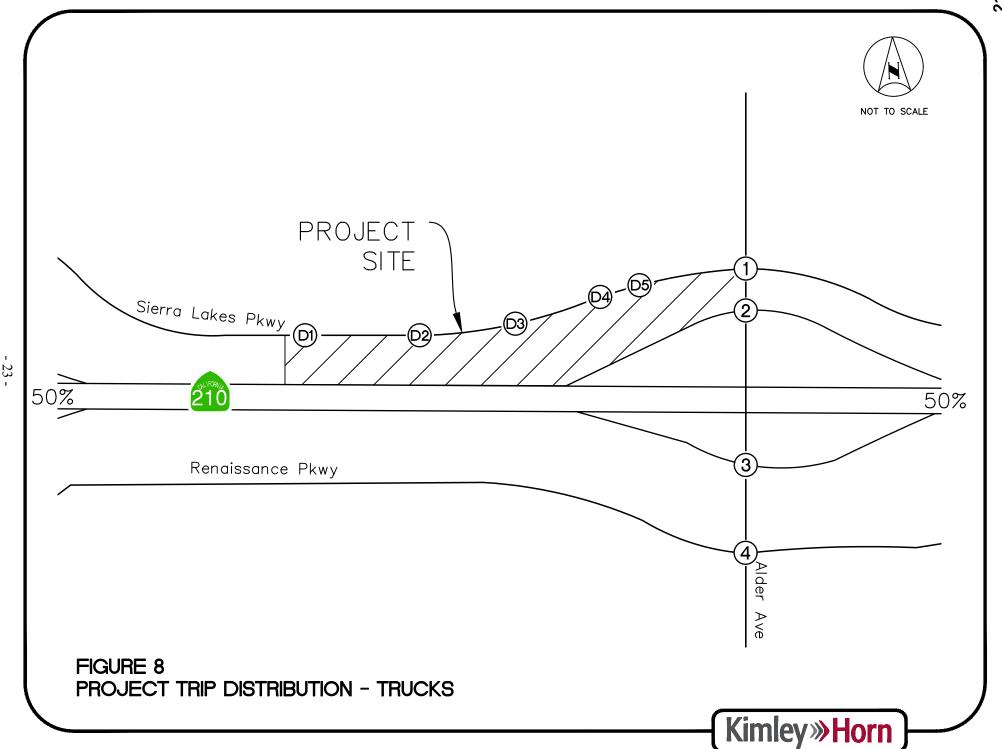
Notes:

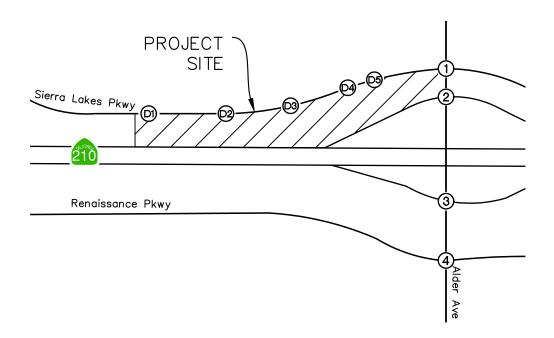
KSF = thousand square feet, FP = Fueling Position

AM and/or PM rates correspond to peak of adjacent street traffic

- (a) Trip Generation data for ITE Codes from ITE Trip Generation, 10th Edition
- (b) Daily Trip Generation data provided by Applicant
- (c) Internal capture rates from ITE Trip Generation Handbook, 3rd Edition NCHRP 684 Interna Trip Capture Estimation Tool
- (d) Pass-by rates from ITE Trip Generation Handbook, 3rd Edition for ITE LU 934 Fast-Food Restaurant With Drive-Through Window and LU 945 Gasoline/Service Station With Convenience Market
- (e) Diverted trip rates from ITE Trip Generation Handbook, 3rd Edition for ITE LU 934 Fast-Food Restaurant With Drive-Through Window and LU 945 Gasoline/Service Station With Convenience
- (f) Truck trips include trips to the Truck Stop land use portion only, using daily trip information obtained from similar facililities
- (g) Peak hour information estimated using peak hour percentages from ITE Trip Generation Manual, 10th Edition
- (f) No internal capture was assumed for the Truck Stop land use, as a truck stop is assumed to include a variety of services
 (f) As there was no supporting data available to define the number of pass-by trips, pass-by rates were estimated to be 5%
- (j) As there was no supporting data available to define the number of pass-by trips, diverted rates were estimated to be similar to a Super Convenience Market with Gas Station







Alder Ave at Sierra Lakes Pkwy	2. Alder Ave at SR-210 WB Ramps	3. Alder Ave at SR-210 EB Ramps
9/7 → 18/15 9/7 → 5 18/15 → 65 231/222 → 65 27/222 → 65/27/28	98/48-2 44/89 44/89 148/136-4 84/88	84/83
4. Alder Ave at Renaissance Pkwy	D1. Sierra Lakes Pkwy at Truck Driveway	D2. Sierra Lakes Pkwy at Truck Driveway
28/23 → C 18/15 18/15 → 27/22 18/15 → 18/15	18/15 → 18/15	41/43→ ←47/48 ←33/37 11/43→ ↑
D3. Sierra Lakes Pkwy at Truck Driveway	D4. Sierra Lakes Pkwy at Truck Driveway	D5. Sierra Lakes Pkwy at Vehicle Driveway
←81/86	←112/121 88/98→	62/86 → 49/40



LEGEND:



= Study Intersection

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

FIGURE 9
PROJECT-RELATED TRAFFIC VOLUMES



3. Opening Year 2022 Existing Plus Growth Plus Project

Peak Hour Operating Conditions

Intersection Level of Service analysis was conducted for Existing Plus Growth with the project (Opening Year 2022 Plus Project). The results are shown on Table 6. Intersection analysis worksheets for this scenario are provided in *Appendix D*.

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

#1 – Alder Avenue at Sierra Lakes Parkway/Casmalia Street: AM – LOS E, PM – LOS E

Based on the significance thresholds presented earlier in this report, these intersections would experience a direct project effect due to increase in delay caused by the addition of project traffic to the following intersection:

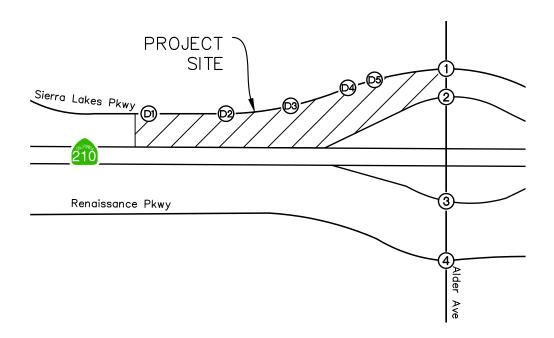
• #1 – Alder Avenue at Sierra Lakes Parkway/Casmalia Street: AM – LOS E, PM – LOS E

Recommended improvements at intersections #1 and #2 are presented in the Recommended Improvements section of this report. Copies of intersection analysis worksheets are provided in Appendix D.

Daily Roadway Operating Conditions

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

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



1. Alder Ave	2. Alder Ave	3. Alder Ave
at Sierra Lakes Pkwy	at SR-210 WB Ramps	at SR-210 EB Ramps
13/11 7 12/5 13/11 7 266/307 13/11 7 12/5 266/307 13/11 7 12/5 266/307	342/435 342/416 355/440 355/440 355/440 355/440 355/440	250/190 1/4 ← 213/467 470/431 ↑ ↑ 15/002
4. Alder Ave at Renaissance Pkwy	D1. Sierra Lakes Pkwy at Truck Driveway	D2. Sierra Lakes Pkwy at Truck Driveway
219/189	←211/323	←211/323
	135/407→	135/407→
D3. Sierra Lakes Pkwy at	D4. Sierra Lakes Pkwy at	D5. Sierra Lakes Pkwy at
Truck Driveway	Truck Driveway	Vehicle Driveway
←211/323	←211/323	←211/323
135/407→	135/407→	135/407→



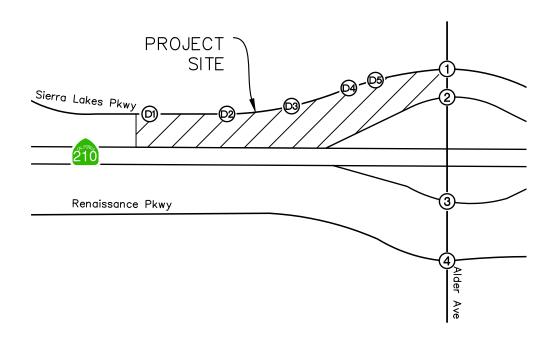
LEGEND:

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= Study Intersection

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

FIGURE 10
OPENING YEAR 2022 - EXISTING PLUS GROWTH
TRAFFIC VOLUMES



Alder Ave at Sierra Lakes Pkwy	2. Alder Ave at SR-210 WB Ramps	3. Alder Ave at SR-210 EB Ramps
22/18 7 12/5 22/18 7 266/307 22/18 7 92/27 89/278 7 15/26 281/478 7 12/5 12/5 140/213 266/307	342/416 483/637 483/637 483/637 483/637 483/637 583 683 683 683 683 683 683 683 6	339/334 1/4 + 439/288 470/431 1/4 + 470/431
4. Alder Ave at Renaissance Pkwy	D1. Sierra Lakes Pkwy at Truck Driveway	D2. Sierra Lakes Pkwy at Truck Driveway
\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	←229/401 ←31/93 153/488→ ↑ 153/488→ ↑ 20 ↑ 20 ↑ 20 ↑	←258/434 ←33/95 176/516→ ↑ 60 7
D3. Sierra Lakes Pkwy at Truck Driveway	D4. Sierra Lakes Pkwy at Truck Driveway	D5. Sierra Lakes Pkwy at Vehicle Driveway
←292/472	←323/507 223/571→	←292/418 ←196/225 197/493 →



LEGEND:

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= Study Intersection

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

FIGURE 11
OPENING YEAR 2022 - EXISTING PLUS GROWTH
PLUS PROJECT TRAFFIC VOLUMES

TABLE 4 SUMMARY OF INTERSECTION OPERATION OPENING YEAR 2022 - EXISTING PLUS GROWTH

Int.#	Intersection	Traffic	AM Peal	k Hour	PM Peak Hour		
IIII. #	Titlei Section	Control	Delay	LOS	Delay	LOS	
1	Alder Avenue at Sierra Lakes Parkway/Casmalia Street	S	47.6	D	43.9	D	
2	Alder Avenue at SR-210 WB Ramps	S	29.6	С	31.1	С	
3	Alder Avenue at SR-210 EB Ramps	S	27.3	С	24.1	С	
4	Alder Avenue at Renaissance Parkway	S	28.0	С	26.5	С	

Notes:

- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
- Delay values are based on the methodology outlined in the Highway Capacity Manual, (6th Edition).
- S = Signalized
- U = Unsignalized

TABLE 5 SUMMARY OF ROADWAY SEGMENT ANALYSIS OPENING YEAR 2022 - EXISTING PLUS GROWTH

Roadway	Segment	Existing ADT	Opening Year 2022 Base ADT	LOS D Capacity	LOS D or Better?
	Sierra Lakes Pkwy to SR-210 EB Ramps	14,300	14,400	32,999	Yes
Alder Avenue	SR-210 EB Ramps to SR-210 WB Ramps	15,300	15,500	32,999	Yes
	SR-210 WB Ramps to Renaissance Pkwy	18,200	18,400	32,999	Yes

TABLE 6 SUMMARY OF INTERSECTION OPERATION OPENING YEAR 2022 - EXISTING PLUS GROWTH PLUS PROJECT

		Traffic			AM Peak Ho	ur					PM Peak Ho	ur		
Int.#	Intersection	Control	Without	Project	With Project		Change		Without Project		With Project		Change	Sig
		COLLLO	Delay	LOS	Delay	LOS	Delay	Effect?	Delay	LOS	Delay	LOS	Delay	Effect?
1	Alder Avenue at Sierra Lakes Parkway/Casmalia Street	S	47.6	D	74.4	Е	26.8	No	43.9	D	59.3	Е	15.4	Yes
2	Alder Avenue at SR-210 WB Ramps	S	29.6	С	35.0	С	5.4	No	31.1	С	35.2	D	4.1	Yes
3	Alder Avenue at SR-210 EB Ramps	S	27.3	С	31.5	С	4.2	No	24.1	С	26.3	С	2.2	No
4	Alder Avenue at Renaissance Parkway	S	28.0	С	28.9	С	0.9	No	26.5	С	28.0	С	1.5	No
D1	Sierra Lakes Parkway at Driveway #1 (Truck Stop)	U	ī	-	8.8	Α	-	-	-	-	9.7	Α	-	-
D2	Sierra Lakes Parkway at Driveway #2 (Truck Stop)	U	T.	-	8.9	А	-	-	=	-	9.9	Α	-	-
D3	Sierra Lakes Parkway at Driveway #3 (Truck Stop)	U	ī	-	9.0	Α	-	-	-	-	10.0	Α	-	-
D4	Sierra Lakes Parkway at Driveway #4 (Truck Stop)	U	-	-	9.0	А	-	-	-	-	10.1	В	-	-
D5	Sierra Lakes Parkway at Driveway #5 (Gas Station)	U	-	-	10.6	В	-	-	-	-	12.0	В	-	-

Notes:

- Bold and shaded values indicate intersections operating at an unacceptable Level of Service or significant impact to intersection per City standards.
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
- Delay values are based on the methodology outlined in the Highway Capacity Manual, (6th Edition).
- S = Signalized
- U = Unsignalized

TABLE 7 SUMMARY OF ROADWAY SEGMENT ANALYSIS OPENING YEAR 2022 - EXISTING PLUS GROWTH PLUS PROJECT

Roadway Segment		Opening Year 2022 Base ADT	Project ADT	Opening Year Plus Project ADT	LOS D Capacity	LOS D or Better?
	Sierra Lakes Pkwy to SR-210 EB Ramps	14,400	3,200	17,600	32,999	Yes
Alder Avenue	SR-210 EB Ramps to SR-210 WB Ramps	15,500	2,300	17,800	32,999	Yes
	SR-210 WB Ramps to Renaissance Pkwy	18,400	1,100	19,500	32,999	Yes

C. Cumulative Conditions (Existing Plus Growth Plus Cumulative Projects)

1. Cumulative Projects

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

A summary of Cumulative Projects in the project vicinity and the trip generation associated with each is provided on Table 8. The locations of the Cumulative Projects are shown on Figure 12. Cumulative Project traffic volumes are shown on Figure 13.

2. Background Growth Rate

As discussed earlier, an ambient growth rate of 2.0% per year to Opening Year 2022 was assumed for this analysis.

3. Cumulative Projects Trip Generation

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

4. Cumulative Projects Trip Distribution and Assignment

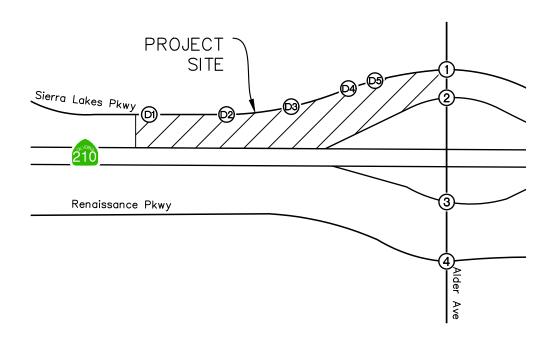
Likewise, trip distribution and assignment for the Cumulative Projects were either derived from approved traffic studies, where available; or were developed by Kimley-Horn if approved traffic studies were not available. Trip distribution assumptions for Cumulative Projects are provided in *Appendix E*.

TABLE 8 SUMMARY OF CUMULATIVE PROJECTS

Project #	Land Use	Quantity	Units			7 rip Gene √1 Peak Ho	eration Es		Л Peak Ho	
Project#	Land Ose	Quantity	Units	Daily	In	Out	Total	In	Out	Tota
	Sater Bros									
	Hotel	100	ROOMS	817	31	22	53	31	29	60
	High-Turnover (Sit-Down) Restaurant	2.000	KSF	254	12	11	23	13	9	22
	Pass-by High-Turn (Sit-Down) Restaurant			-57	0	0	0	-2	-2	-4
	Fast-Food Restaurant w/o D.T.	1.000	KSF	716	26	18	44	13	13	26
1	Pass-by Fast-Food Restaurant			-161	-6	-4	-10	-3	-3	-6
	Fast-Food Restaurant w/ D.T.	5.440	KSF	2,699	126	121	247	92	85	17
	Pass-by Fast-Food Restaurant			-638	-31	-30	-61	-20	-20	-40
	Gasoline Station w/ Conv. Mkt. & Car Wash	16	VFP	2,445	97	93	190	113	109	22
	Pass-by Gasoline/Service Station			-572	-21	-21	-42	-26	-26	-52
	Site Internal Capture (10%)			-693	-29	-27	-56	-26	-25	-5
2	Single-Family Detached Housing	504	DU	4,823	95	284	379	321	188	50
2	Condominium	336	DU	1,952	25	123	148	117	58	17
	Renaissance East									
2	High-Turnover (Sit-Down) Restaurant	8.849	KSF	993	48	40	88	54	33	8
3	Specialty Retail Center	4,550	KSF	202	-	-	-	5	7	12
	Pass-by Specialty Retail Center (10%)			-40	0	0	0	-1	-1	-2
4	Hotel (SWC of Linden and Renaissance)	135	Occupied Room	1,204	52	38	90	46	48	94
5	Morin Warehouse	200.000	KSF	1,193	77	22	99	26	78	10
6	Buildings 7, 8, and 9 Warehouse	540.427	KSF	3,224	216	57	273	73	218	29
7	SEC Casmalia / Linden Warehouse	136.220	KSF	813	54	13	67	18	55	7:
8	Fuel Station/Fast Food (SWC of Casmalia / Ayala)	7.000	KSF	4,419	202	188	390	174	164	33
9	NWC Baseline / Alder Warehouse	255.655	KSF	1,526	104	28	132	34	104	13
10	NWC Baseline / Tamarind Warehouse	156.500	KSF	935	65	18	83	23	65	8
11	Warehouse (Baseline / Palmetto)	99.999	KSF	599	41	12	53	13	41	54
12	Warehouse (W/S Alder and S/O Miro)	78.680	KSF	698	32	31	63	34	35	6
13	Warehouse (SEC Casmalia/Laurel)	87.189	KSF	524	25	24	49	26	25	5
14	Warehouse (SWC Casmalia/Linden)	116.429	KSF	500	24	24	48	25	25	5
15	Fuel / FF / Market (SEC Renaissance and Alder)		FUELING POSITIONS	9,993	557	556	1,113	454	454	90
16	Crow Holdings (N/S Baseline E/O Ayala)	668.524	KSF	1,163	88	26	114	34	93	12
17	Orbis (NEC Renaissance and Laurel)	135.408	KSF	236	18	5	23	7	19	2
18	Warehouse II (Baseline and Palmetto NEC)	90.726	KSF	158	12	4	16	5	13	1
Total Pro	ject Trips			39,925	1,940	1,677	3,616	1,673	1,892	3,5

DU = Dwelling Units, KSF = 1,000 square feet, VFP = Vehicle Fueling Positions, DT = Drive-through

- 34



Alder Ave at Sierra Lakes Pkwy	2. Alder Ave at SR-210 WB Ramps	3. Alder Ave at SR-210 EB Ramps
21/18 → CO/17 21/18 → CO/18 → CO/18 21/18 → CO/18 → CO/18 21/18	286/257 28	40/32
4. Alder Ave at Renaissance Pkwy	D1. Sierra Lakes Pkwy at Truck Driveway	D2. Sierra Lakes Pkwy at Truck Driveway
276/244 → 81/70 → 18+70 → 21/18 35/28 → 18+70 → 18+70 → 21/18 35/28 → 18+70 → 18+70	<-76/62 77/63→	←76/62 77/63→
D3. Sierra Lakes Pkwy at Truck Driveway	D4. Sierra Lakes Pkwy at Truck Driveway	D5. Sierra Lakes Pkwy at Vehicle Driveway
←76/62 77/63→	←76/62 77/63→	←76/62 77/63→



NOT TO SCALE

LEGEND:

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= Study Intersection

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

FIGURE 13 CUMULATIVE PROJECTS TRAFFIC VOLUMES



5. Opening Year 2022 Cumulative Without Project Conditions

Peak Hour Operating Conditions

Peak hour traffic volumes for Opening Year 2022 Cumulative Without Project Conditions are shown on Figure 14. Intersection Level of Service results are shown on Table 9. Review of this table indicates that, with the addition of Cumulative Projects traffic, the following intersections would operate at an unacceptable Level of Service:

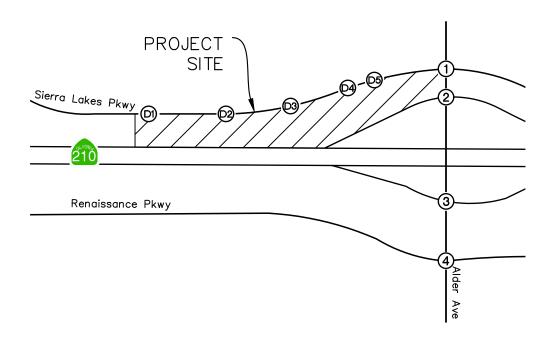
- #1 Alder Avenue at Sierra Lakes Parkway/Casmalia Street: AM LOS F, PM LOS E
- #2 Alder Avenue at SR-210 Westbound Ramps: AM LOS F, PM LOS F
- #3 Alder Avenue at SR-210 Eastbound Ramps: AM LOS F, PM LOS E
- #4 Alder Avenue at Renaissance Parkway: AM LOS F, PM LOS F

Copies of intersection analysis worksheets for this scenario are provided in *Appendix D*.

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Opening Year 2022 Cumulative without Project conditions are shown on Table 10.

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



Alder Ave at Sierra Lakes Pkwy	2. Alder Ave at SR-210 WB Ramps	3. Alder Ave at SR-210 EB Ramps
050	297/246 + 294/487 +	295/222 1/4 797/618 7
4. Alder Ave at Renaissance Pkwy	D1. Sierra Lakes Pkwy at Truck Driveway	D2. Sierra Lakes Pkwy at Truck Driveway
243/280 → 52/42 → 52/	←287/385 212/470→	←287/385 212/470→
D3. Sierra Lakes Pkwy at Truck Driveway	D4. Sierra Lakes Pkwy at Truck Driveway	D5. Sierra Lakes Pkwy at Vehicle Driveway
←287/385 212/470→	←287/385 212/470→	←287/385 212/470→



NOT TO SCALE

LEGEND:

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= Study Intersection

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

FIGURE 14 OPENING YEAR 2022 CUMULATIVE WITHOUT PROJECT TRAFFIC VOLUMES



TABLE 9 SUMMARY OF INTERSECTION OPERATION OPENING YEAR 2022 CUMULATIVE WITHOUT PROJECT

Int.#	Intersection	Traffic	AM Peal	k Hour	PM Peak Hour		
111t. #	intersection	Control	Delay	LOS	Delay	LOS	
1	Alder Avenue at Sierra Lakes Parkway/Casmalia Street	S	86.1	F	68.2	E	
2	Alder Avenue at SR-210 WB Ramps	S	90.0	F	113.9	F	
3	Alder Avenue at SR-210 EB Ramps	S	98.2	F	73.7	E	
4	Alder Avenue at Renaissance Parkway	S	81.5	F	88.1	F	

Notes:

- Bold and shaded values indicate intersections operating at an unacceptable Level of Service or significant impact to intersection per City standards.
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
- Delay values are based on the methodology outlined in the Highway Capacity Manual, (6th Edition).
- S = Signalized
- U = Unsignalized

TABLE 10 SUMMARY OF ROADWAY SEGMENT ANALYSIS OPENING YEAR 2022 CUMULATIVE WITHOUT PROJECT CONDITIONS

Roadway	Roadway Segment		Cumulative Projects ADT	Opening Year Plus CP ADT	LOS D Capacity	LOS D or Better?
	Sierra Lakes Pkwy to SR-210 EB Ramps	14,400	6,000	20,400	32,999	Yes
Alder Avenue	SR-210 EB Ramps to SR-210 WB Ramps	15,500	9,300	24,800	32,999	Yes
	SR-210 WB Ramps to Renaissance Pkwy	18,400	11,300	29,700	32,999	Yes

6. Opening Year 2022 Cumulative Plus Project Conditions

Peak Hour Operating Conditions

Project traffic was added to Opening Year 2022 Cumulative traffic volumes to develop Opening Year 2022 Cumulative Plus Project traffic forecast volumes. The resulting peak hour traffic volumes are shown on Figure 15.

Intersection Level of Service analysis results are shown on Table 11. As this table indicates, with the addition of project traffic, the following intersections would operate at an unacceptable Level of Service:

- #1 Alder Avenue at Sierra Lakes Parkway/Casmalia Street: AM LOS F, PM LOS F
- #2 Alder Avenue at SR-210 Westbound Ramps: AM LOS F, PM LOS F
- #3 Alder Avenue at SR-210 Eastbound Ramps: AM LOS F, PM LOS F
- #4 Alder Avenue at Renaissance Parkway: AM LOS F, PM LOS F

Based on the significance thresholds presented earlier in this report, the project effect would be considered to be cumulatively significant at the following intersections:

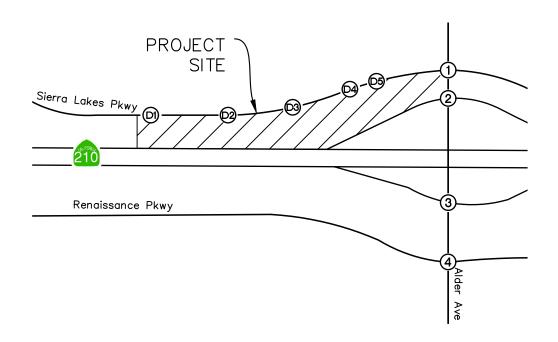
- #2 Alder Avenue at SR-210 Westbound Ramps: AM LOS F, PM LOS F
- #3 Alder Avenue at SR-210 Eastbound Ramps: AM LOS F, PM LOS F
- #4 Alder Avenue at Renaissance Parkway: AM LOS F, PM LOS F

Recommended improvements are presented in the Recommended Improvements section of this report. Copies of intersection analysis worksheets for this scenario are provided in *Appendix D*.

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Opening Year 2022 Cumulative plus Project conditions are shown on Table 12.

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



Alder Ave at Sierra Lakes Pkwy	2. Alder Ave at SR-210 WB Ramps	3. Alder Ave at SR-210 EB Ramps
22/18 7 19/5/89 110/296 337/400 337/400 337/400 337/400	7 - 501/573 - 508/232 - 509/208 - 509/208 - 509/208 - 509/208 - 509/208 - 509/208	379/305 1/4 797/618 7 797/618 7
4. Alder Ave at Renaissance Pkwy	D1. Sierra Lakes Pkwy at Truck Driveway	D2. Sierra Lakes Pkwy at Truck Driveway
146/140	230/485 → C	←334/433 ←33/37 253/513→ ↑ № ↑
D3. Sierra Lakes Pkwy at Truck Driveway	D4. Sierra Lakes Pkwy at Truck Driveway	D5. Sierra Lakes Pkwy at Vehicle Driveway
←368/471 ←368/471 277/541→ 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	→ 399/506 300/568→	←368/480 ←196/162 274/556 → 69/40 → 65/49/40 → 75/40



NOT TO SCALE

LEGEND:

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= Study Intersection

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

FIGURE 15
OPENING YEAR 2022 CUMULATIVE PLUS PROJECT
TRAFFIC VOLUMES

TABLE 11 SUMMARY OF INTERSECTION OPERATION OPENING YEAR 2022 CUMULATIVE PLUS PROJECT

		Traffic			AM Peak Ho	ur					PM Peak Ho	ur		
Int.#	Intersection	Control	Without	Project	With Pr	oject	Change	Sig	Without	Project	With Pr	oject	Change	Sig
		COLLLO	Delay	LOS	Delay	LOS	Delay	Effect?	Delay	LOS	Delay	LOS	Delay	Effect?
1	Alder Avenue at Sierra Lakes Parkway/Casmalia Street	S	86.1	F	118.8	F	32.7	Yes	68.2	Е	89.0	F	20.8	Yes
2	Alder Avenue at SR-210 WB Ramps	S	90.0	F	122.8	F	32.8	Yes	113.9	F	146.2	F	32.3	Yes
3	Alder Avenue at SR-210 EB Ramps	S	98.2	F	118.7	F	20.5	Yes	73.7	Е	92.9	F	19.2	Yes
4	Alder Avenue at Renaissance Parkway	S	81.5	F	93.7	F	12.1	Yes	88.1	F	96.7	F	8.7	Yes
D1	Sierra Lakes Parkway at Driveway #1 (Truck Stop)	U	-	-	9.0	Α	-	No	-	-	10.0	Α	-	No
D2	Sierra Lakes Parkway at Driveway #2 (Truck Stop)	U	-	-	9.1	Α	-	No	-	-	10.1	В	-	No
D3	Sierra Lakes Parkway at Driveway #3 (Truck Stop)	U	-	-	9.2	Α	-	No	=	-	10.2	В	-	No
D4	Sierra Lakes Parkway at Driveway #4 (Truck Stop)	U	-	-	9.3	Α	-	No	-	-	10.3	В	-	No
D5	Sierra Lakes Parkway at Driveway #5 (Gas Station)	U	-	-	11.1	В	-	No	-	-	12.5	В	-	No

Notes:

- Bold and shaded values indicate intersections operating at an unacceptable Level of Service or significant impact to intersection per City standards.
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
- Delay values are based on the methodology outlined in the Highway Capacity Manual, (6th Edition).
- S = Signalized
- U = Unsignalized

TABLE 12 SUMMARY OF ROADWAY SEGMENT ANALYSIS OPENING YEAR 2022 CUMULATIVE PLUS PROJECT CONDITIONS

Roadway	Segment	Opening Year Plus CP ADT	Project ADT	Opening Year Plus CP Plus Project ADT	LOS D Capacity	LOS D or Better?
	Sierra Lakes Pkwy to SR-210 EB Ramps	20,400	3,200	23,600	32,999	Yes
Alder Avenue	SR-210 EB Ramps to SR-210 WB Ramps	24,800	2,300	27,100	32,999	Yes
	SR-210 WB Ramps to Renaissance Pkwy	29,700	1,100	30,800	32,999	Yes

IV. STORAGE CAPACITY AT LEFT-TURN POCKETS

Per request from City staff, queue lengths at left-turn pockets were assessed at the following locations:

- Alder Avenue at Sierra Lakes Parkway/Casmalia Street
 - Northbound Left Turn
 - Eastbound Left Turn
- Alder Avenue at SR-210 Westbound Ramps
 - o Northbound Left Turn
- Alder Avenue at SR-210 Eastbound Ramps
 - Southbound Left Turn

A summary of left-turn pocket storage capacity, as well at the 50th and 95th percentile queue lengths at the locations noted above are shown on Table 13 for all scenarios. The table shows that the 95th percentile queues would exceed the available storage capacity under Existing conditions and subsequent scenarios at the following locations:

- Alder Avenue at SR-210 Westbound Ramps
 - Northbound Left Turn
- Alder Avenue at SR-210 Eastbound Ramps
 - Southbound Left Turn

Under Plus Project conditions, the 95th percentile queue would exceed the available storage capacity and have a direct effect at the following additional location:

- Alder Avenue at Sierra Lakes Parkway/Casmalia Street
 - Northbound Left-Turn

With implementation of the recommended improvements presented in the Recommended Improvements section, all left-turn pockets would continue to not have enough storage capacity. However, the recommended improvements would improve the left turn queue lengths, and would more than offset the project-related effects. The left-turn pocket capacity worksheets are provided in *Appendix D* of this report.

TABLE 13 SUMMARY OF LEFT-TURN POCKET STORAGE CAPACITY RIALTO TRAVEL CENTER PROJECT

Intersection	Peak Hour Queue	Left-Turn	('anacity	Existing		Opening Year 2022		Opening Year 2022 Plus Project		Opening Year 2022 Cumulative		Opening Year 2022 Cumulative Plus Project		Opening Year 2022 Cumulative Plus Project With Mitigation	
	Length (ft/In)	Movement		50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile
	AM Peak Hour	NBL	175	80	143	82	148	493	744	135	230	707	1084	156	258
Alder Avenue at Sierra Lakes Parkway/	PM Peak Hour	NDE	173	85	153	87	156	403	608	125	216	552	842	153	255
Casmalia Street	AM Peak Hour	EBL	180	14	25	14	26	23	41	14	26	23	41	26	46
	PM Peak Hour	LBL	BL 180	11	20	11	20	17	31	11	20	17	31	19	34
Alder Avenue at	AM Peak Hour	NBL	225	211	330	223	346	223	346	596	877	596	877	230	368
SR-210 Westbound Ramps	PM Peak Hour	NDL	225	254	385	278	415	278	415	909	1350	909	1350	318	491
Alder Avenue at SR-210 Eastbound Ramps	AM Peak Hour	- SBL	245	149	249	152	253	238	364	280	447	545	861	182	311
	PM Peak Hour	JOL	245	82	148	84	151	130	224	126	223	375	614	84	152

V. RECOMMENDED IMPROVEMENTS

A. Intersection Improvements

Based on the impact criteria in the City's *Traffic Impact Analysis Report Guidelines and Requirements* (Exhibit F), a direct project-related effect would be considered significant at the following intersections:

• #1 – Alder Avenue at Sierra Lakes Parkway/Casmalia Street: AM and PM peak hours

A cumulative project-related effect would be considered significant at the following intersections:

- #2 Alder Avenue at SR-210 Westbound Ramps: AM and PM peak hours
- #3 Alder Avenue at SR-210 Eastbound Ramps: AM and PM peak hours
- #4 Alder Avenue at Renaissance Parkway: AM and PM peak hours

Implementation of the following recommended improvement would mitigate the project's effect:

#1 – Alder Avenue at Sierra Lakes Parkway/Casmalia Street: Add a dedicated northbound right-turn lane. Restripe one northbound through lane to a shared through/left with split phasing. Increase the left turn pocket length to 300 feet. Restripe the eastbound shared through/right to a dedicated right turn lane with right turn overlap phasing. With this improvement, the intersection would operate at an acceptable Level of Service in both peak hours. The project will contribute on a fair-share basis to this improvement.

#2 – Alder Avenue at SR-210 Westbound Ramps: Restripe the northbound approach to add a second dedicated northbound left turn lane. Although the intersection would continue to operate at an unacceptable Level of Service, the addition of a second northbound left turn lane would improve the overall intersection delay, and would more than offset the project-related incremental increase in delay. The project will contribute on a fair-share basis to this improvement.

<u>#3 – Alder Avenue at SR-210 Eastbound Ramps</u>: Restripe the southbound approach to add a second southbound left turn lane. Although the intersection would continue to operate at an unacceptable Level of Service, the addition of a second southbound left turn lane would improve the overall intersection delay, and would more than offset the project-related incremental increase in delay. The project will contribute on a fair-share basis to this improvement.

#4 – Alder Avenue at Renaissance Parkway: Restripe the southbound approach to provide a second southbound left turn lane. Although the intersection would continue to operate at an unacceptable Level of Service, the addition of a second southbound left turn lane would improve the overall intersection delay, and would more than offset the project-related incremental increase in delay. The project will contribute on a fair-share basis to this improvement.

- Note: The Alder Avenue interchange with the SR-210 Freeway is the subject of a Feasibility Study Report (August 2017), which proposes improvements to the freeway off-ramps and to Alder Avenue between Sierra Lakes Parkway and Renaissance Parkway. The Build Alternative Layout Plan has identified the need for additional right- and left-turn capacity to and from the freeway ramps and on Alder Avenue through the interchange. The recommended improvements identified above to mitigate the project's effect are consistent with and a sub-set of the more comprehensive Build Alternative improvement plan.

The project's DIF fees would be applicable toward the cost of this improvement, and the cost of this improvement would also be subject to reimbursement by future development along Alder Avenue. The improvements along Alder Avenue are shown on Figure 16.

A summary of the intersection operation before and after implementation of these recommended improvements is provided on Table 14. The project fair share and proportional costs of the improvements are shown on Table 15 and Table 16, respectively.

B. Roadway Improvements

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



NOT TO SCALE

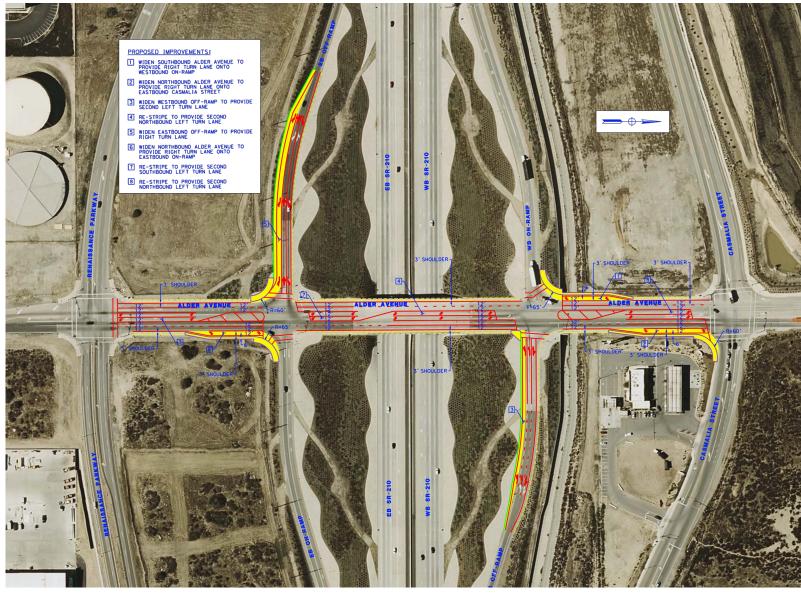


FIGURE 16
ALDER AVENUE SR-210 INTERCHANGE IMPROVEMENTS



TABLE 14 SUMMARY OF INTERSECTION OPERATION WITH PROPOSED RECOMMENDED IMPROVEMENTS OPENING YEAR 2022 CUMULATIVE PLUS PROJECT

			AM Pea	ık Hour		PM Peak Hour			
Int.#	Intersection	Without Improvements V		With Impr	With Improvements		Without Improvements		ovements
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	Alder Avenue at Sierra Lakes Parkway/Casmalia Street								
1	Alder Avenue Improvement Project (Add a dedicated right-turn lane.) ¹ . Restripe one NB through lane to a NB shared through/left with Split signal phasing. Restripe the EB shared through/right to a dedicated EB right-turn lane with a right-turn overlap phasing.		F	42.0	D	89.0	F	47.9	D
	Alder Avenue at SR-210 WB Ramps								
2	Alder Avenue Improvement Project (Restripe NB approach to add a second NB Left Turn lane) ¹	122.8	F	60.8	E	146.2	F	65.8	E
	Alder Avenue at SR-210 EB Ramps								
3	Alder Avenue Improvement Project (Restripe SB approach to add a second SB left-turn lane.) ¹	118.7	F	87.0	F	92.9	F	71.4	E
	Alder Avenue at Renaissance Parkway					•			
4	Alder Avenue Improvement Project (Restripe SB approach to add a second SB Left-Turn lane) ¹	93.7	F	68.8	E	96.7	F	57.7	E

Notes:

- Bold and shaded values indicate intersections operating at an unacceptable Level of Service or significant impact to intersection per City standards.
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
- Delay values are based on the methodology outlined in the Highway Capacity Manual, (6th Edition).

¹Source: Feasibility Study Report: Alder Avenue at SR-210 Interchange (August, 2017).

TABLE 15
SUMMARY OF PROJECT FAIR SHARE

	AM Peak Hour				PM Peak Hour					
	Total \	/olume	Total	Project		Total \	/olume	Total	Project	
Intersection	2021	2022	Growth	Trips	%-age	2021	2022	Growth	Trips	%-age
Opening Year 2022 Cumulative Conditions										
#1 - Alder Avenue at Sierra Lakes Parkway/Casmalia Street	939	2,076	1,137	517	45.5%	1,467	2,610	1,143	486	42.5%
Year 2040 Conditions ¹										
#1 - Alder Avenue at Sierra Lakes Parkway/Casmalia Street	939	2,832	1,893	517	27.3%	1,467	3,119	1,652	486	29.4%
#2 - Alder Avenue at SR-210 WB Ramps	1,948	3,406	1,458	463	31.8%	2,156	3,827	1,671	441	26.4%
#3 - Alder Avenue at SR-210 EB Ramps	2,050	3,500	1,450	295	20.3%	2,142	4,012	1,870	272	14.5%
#4 - Alder Avenue at Renaissance Parkway	2,013	3,643	1,630	127	7.8%	2,313	4,851	2,538	105	4.1%

¹ Future total volumes are based on the Year 2040 peak hour volumes in the Feasibility Study Report (August 2017) for the Alder Avenue Interchange Improvement project.

TABLE 16 SUMMARY OF PROJECT TRAFFIC FAIR SHARE FOR RECOMMENDED IMPROVEMENTS

#1 - Alder Avenue at Sierra Lakes Parkway/Casmalia Street	Unit Cost	Quantity	Total
Restripe one NB through lane to a NB shared through/left with Split signal phasing. Restripe the EB shared through/right to a dedicated EB right-turn lane with a right-turn overlap phasing.	\$ 170,000 ¹	1	\$ 170,000
Project Fair Share percentage ²			45.5%
Project Cost			\$ 77,300
#1, #2, #3, #4 = Alder Avenue Improvement			
Alder Avenue Improvement Project	\$ 4,206,168 ³	1	\$ 4,206,168
Project Fair Share percentage ⁴			21.8%
Project Cost			\$ 916,972
	Total Projec	t Cost	\$ 994,272

¹ Source: San Bernardino County Congestion Management Program, Appendix G: Preliminary Construction Cost Estimates for Congestion Management Plan (2003) with 2% per year inflation applied to estimate 2021 costs.

² Higher of AM or PM project fair share percentage

³ Source: Draft City of Rialto Transportation/Traffic Impact Fee Nexus Study (March, 2017). Note: The improvements to intersections #1. #2, #3, and #4 are part of the larger Alder Avenue Improvement Project that calls for roadway widening and intersection improvements between Casmalia Street and Renaissance Parkway.

⁴ Blended fair share percentage between intersections #1, #2, #3, #4 based on the AM peak hour fair share percentage.

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. This analysis was prepared to document the VMT analysis for the Rialto Travel Center Project following the OPR Technical Advisory (December 2018) and the San Bernardino County Transportation Authority (SBCTA) Recommended VMT Guidelines.

B. Vehicle Miles Traveled Screening

This section documents Vehicle Miles Traveled (VMT)/SB 743 considerations for the Project. OPR provides 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.

A land use project needs only meet one of the screening thresholds to be presumed to result in not a significant impact under CEQA pursuant to SB 743.

Land Use Type Screening

The OPR and SBCTA VMT Guidelines identify that Project types falling under the screening criteria includes the following:

- K-12 Schools
- Local-serving retail less than 50,000 square feet
- Local parks
- Day care centers
- Local serving gas stations
- Local serving banks
- Local serving hotels (e.g. non-destination hotels)
- Student housing Projects on or adjacent college campuses
- Local-serving assembly uses, Community Institutions
- Local serving community colleges
- Affordable or supportive housing, Assisted living facilities, Senior housing
- Projects generating less than 110 daily vehicle trips

Since the project is expected to operate as a local serving gas station and many of the project trips are diverted link trips, meaning that the project trips will already be on the roadway network but will stop by the project site as it is nearby or on the way to their intended destination, the VMT generated by the project is expected to be minimal. Therefore, the project should be screened out due to its land use type and further VMT analysis is not required. A VMT Analysis Memo has been provided in *Appendix F*.

VII. FINDINGS AND RECOMMENDATIONS

C. Improvements

Off-site recommended improvements were identified to mitigate the project's significant effects at four deficient intersections:

- #1 Alder Avenue at Sierra Lakes Parkway/Casmalia Street
- #2 Alder Avenue at SR-210 Westbound Ramps
- #3 Alder Avenue at SR-210 Eastbound Ramps
- #4 Alder Avenue at Renaissance Parkway

No project related effects were identified on the study roadway segments.

D. Traffic Signal Warrant Analysis

The passenger car and truck driveways along Sierra Lakes Parkway are proposed to be unsignalized driveways. Each proposed site driveway was analyzed. After analyzing all four truck driveways, they all are under acceptable LOS conditions. The passenger car driveway is also forecasted to operate at an acceptable LOS condition. Traffic Signal Warrant worksheets are provided in *Appendix G*.

E. Site Circulation

Vehicular access provisions for the project site would consist of one driveway on Sierra Lakes Parkway for passenger cars and four driveways on Sierra Lakes Parkway for trucks.

- Driveway 1 Truck Driveway #1 would be a full-movement driveway for trucks to access the truck stop and truck fueling positions. This driveway would be approximately 54 feet wide.
- Driveway 2 Truck Driveway #2 would be a full-movement driveway for trucks to access the truck stop and truck fueling positions. This driveway would be 50 feet wide.
- Driveway 3 Truck Driveway #3 would be a full-movement driveway for trucks to access the truck stop and fueling positions. This driveway would be approximately 50 feet wide.
- Driveway 4 Truck Driveway #4 would be an exit-only driveway for trucks to exit the site from the truck fueling positions. This driveway would be approximately 53 feet wide.
- Driveway 5 The Vehicle Driveway would be a full-movement driveway for passenger cars to access the vehicle fueling positions, convenience store, and fastfood restaurant. This driveway would be 30 feet wide.

The cumulative intersection analysis for the plus Project condition indicates that all Project Driveways will operate under acceptable LOS conditions. A truck turning exhibit has been provided in *Appendix H*.

F. Safety and Operational Improvements

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.

G. Fair Share Calculations

The project fair share proportion of the improvements are shown on Table 15 (presented previously).

H. Specific Plan Signalization

Not Applicable.

I. General Plan Conformance

The proposed Rialto Travel Center project is in conformance with the Renaissance Specific Plan and the City of Rialto General Plan. The proposed use is permitted under the Freeway Incubator land use designations. Neither a Specific Plan Amendment nor a General Plan Amendment is required for the project.

J. Regional Funding Mechanisms

The project is located in the Renaissance Specific Plan area, and as such, is subject to the Renaissance Specific Plan Traffic Fee Program, as well as the City's city-wide traffic impact fee program. To the extent that a recommended improvement is included in an existing fee program, the project's payment of impact fees can be used to offset the costs of implementing the recommended improvements. In addition, the project may be required construct a needed improvement in advance of the City's receipt of full funding, in which case the improvement may be subject to a reimbursement agreement, to allow the project to recoup costs from future development. Any reimbursement agreements are at the discretion of the City Engineer.

APPENDIX A

APPROVED SCOPING AGREEMENT

City of Rialto

Traffic Impact Analysis

Scoping Agreement

Case No. Pl	PD 2021-0013, EAR 2021-0016, CDP 20	021-0009 thru CDP 2021-0014, MC 2021-0)015
Related Case	es -		
SP No.			
GPA No.			
Project Name	e: Rialto Travel Center - Site Plan Attac	hed (Attachment 1)	
Project Addre	ess: Southwest corner (SWC) of Alder	Avenue and Sierra Lakes Parkway	
Project Desc	cription:T <u>ravel Center with 16 gas stat</u> 2,400 SF fast food restaurant v <u>Consultant</u>	ion fueling positions and convenience s with drive-through and 9 truck stop fuel <u>Developer</u>	store, ling positions
Name: Kiml	ey-Horn and Associates, Inc.	Pilot Travel Centers LLC	
Address:	3880 Lemon Street, Suite 420	5508 Lonas Drive	
	Riverside, CA 92501	Knoxville, TN 37909	
Telephone:	714-939-1030		
Fav·	N/A	865-450-2831	

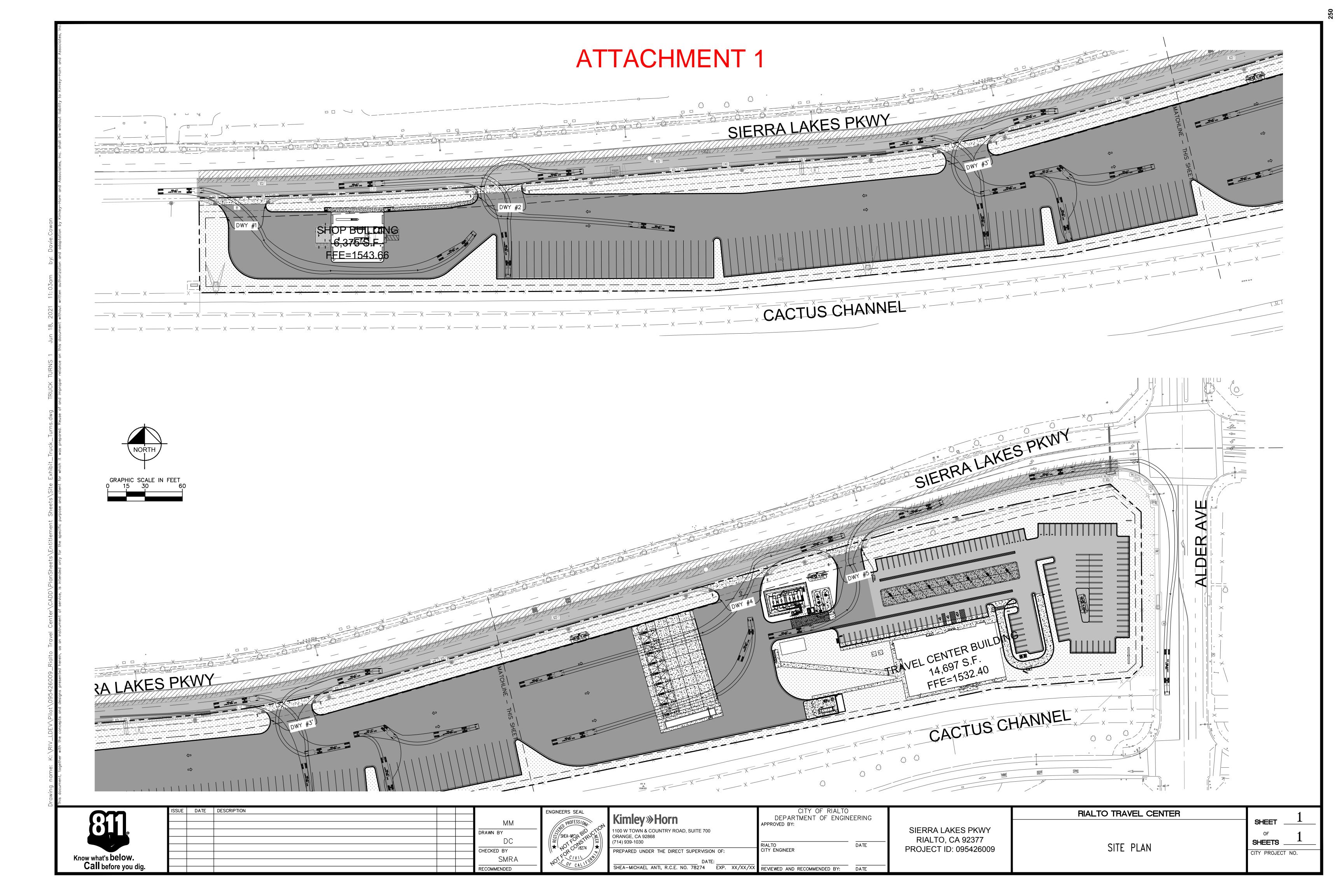
1. Trip (Generation S	ource: ITE	Trip Generati	on Manual, 10th	n Edition	
Existing (GP Land Use	Vacant (R	SPA Area 1)	Proposed Lar	nd Use Travel Ce	nter
Current 2	Zoning: RSP	Freeway Inc	ubator Prop	osed Zoning:	RSP Freeway Incu	ubator
					- Trip Generation T	
	Current 7	Trip Genera	ation		Proposed Trip Ge	eneration
	In	Out	Total	In	Out	Total
AM Trips	N/A	N/A	N/A	277	<u>276</u>	553
PM Trips		N/A	N/A	256	259	515
Internal 7	Γrip Allowance	e Yes	X No	(See Attach. 2	% Trip Discount)
Pass-By	Trip Allowand	e Yes	X No	(See Attach. 2	% Trip Discount)	
Discount locations 2. Trip (trips shall is. Geographic D	be indicate See At Distribution	ed on a rep tachment 3 - n: <u>N %</u>	ort figure for Study Area 6 S %	intersections and which is a separate exhibit)	
,	ground Grow				,	
Project C	completion Ye	ar: 2022	_ Annu	al Background	Growth Rate: 2	%
Other Ph	ase Years N	/A	_			
Other are	ea projects to	be conside	red: <u>We will i</u>	nclude Cumula	ative Projects as r	noted by
(Contact P	lanning for Lists	. Correlate p	the City rojects to exhibit	Planning Depa it map and also in nd growth + projec	irtment - See Atta idicate which project	s have been
Model/Fo	orecast metho	dology:				
	dy Intersecti on and distribu	`	•		after other pro	•
1. Alder	Ave at Sierra L	akes Pkwy	/ Casmalia St	6. Sierra Lake	es Pkwy at Dwy #2	(Truck Stop)
2. Alder	Avenue at SR-	210 WB Ra	mps	7. Sierra Lake	es Pkwy at Dwy #3	(Truck Stop)
3. Alder	Avenue at SR-	210 EB Rar	nps	8. Sierra Lak	es Pkwy at Dwy #4	(Truck Stop
4. Alder	Avenue at Ren	aissance Pa	arkway	9. Sierra Lake	s Pkwy at Dwy #5	(Gas Station)
5. Sierra	Lakes Pkwy a	t Dwy #1 (T	ruck Stop)	10.		

5. Study Roadway Segments: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)
.Alder Ave (Sierra Lakes Pkwy to SR-210 EB Ramps) 6.
Alder Ave (SR-210 EB Ramps to SR-210 WB Ramps) 7.
Alder Ave (SR-210 WB Ramps to Renaissance Pkwy) 88
9
510
6. Other Jurisdictional Impacts
s this project within any other Agency's Sphere of Influence or within one-mile of another jurisdictional boundary? X YES NO
f so, name of Jurisdiction: City of Fontana
7. Site Plan (please attach 11" x 17" legible copy)
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 raffic 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.) SW Corner of Sierra Lakes Pkwy and Alder Ave: Increase return radius and provide turn templates Traffic Signal Modification for Sierra Lakes Pkwy and Alder Ave: Provide timing/phasing analysis Queuing analysis along Alder Ave (from Sierra Lakes Pkwy to Renaissance Pkwy) Synchro analysis along Alder Ave (from Sierra Lakes Pkwy to Renaissance Pkwy) Site Access and restrictions Calculate Project Fair-share - Queuing analysis will be done for the Eastbound Left (Sierra Lakes Pkwy at Alder Ave) and the Northbound Left (Sierra Lakes Pkwy at Driveway #5) B. Existing Conditions
Fraffic count data must be new or within one year. Provide traffic count dates if using ther than new counts.
Date of counts: Where historic counts are unavailable, new counts will be collected and a COV adjustment factor will be applied 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	4/8/2021 (1st)	
Scoping Agreement Resubmittal date _	5/13/2021 (2nd)	
Scoping Agreement Resubmittal date	6/8/2021 (3rd)	
Kimley-Horn and Associates, Inc.		6/18/2021
Applicant/Engineer		Date
Land Use Concurrence:		
Development Services Department		Date
Approved by:		
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 final review and approval.



ATTACHMENT 2 - TRIP GENERATION TABLES

Table 1 - Trip Generation Rates

			Daily Trip	AM Pea	k Hour Rate	PM Peak Hour Rate	
Land Use	Source	Units	Daily Trip Rate	Trip Rate	In : Out	Trip Rate	In : Out
Fast-Foot Restaurant w Drive-Through Window	ITE Code 934	2.400 ksf	470.95	40.19	51% : 49%	32.67	52% : 48%
Super Convenience Market/Gas Station	ITE Code 960	16 FP	230.52	28.08	50% : 50%	22.96	50% : 50%
Truck Stop	Data (a)/ITE Code 950	9 Truck FP	88.89	7.18	51% : 49%	8.41	49% : 51%

Notes

KSF = thousand square feet, FP = Fueling Positions

AM and/or PM rates correspond to peak of adjacent street traffic

Trip Generation data for ITE Codes from *ITE Trip Generation*, 10 ^{III} Edition

(a) Daily Trip Generation data provided by Applicant

ATTACHMENT 2 - TRIP GENERATION TABLES

Table 2 - Project Passenger Car Trip Generation

Drangood Lan	d Lloo (o)	Units	Daily Trips	A	M Peak Ho	ur	PM Peak Hour			
Proposed Land	a Use (a)	Units	Daily Trips	In	Out	Total	In	Out	Total	
Fast-Food Restaurant with Drive-Through (b)		2.400	1,130	49	47	96	41	37	78	
	(Daily:	Internal Capture (c) 10%, AM: 10%, PM: 10%)	-113	-5	-5	-10	-4	-4	-8	
Net Drivew	ay Trips – F	ast-food Restaurant with Drive-Through	1,017	44	42	86	37	33	70	
	(Daily: 2	Pass-By Trips (d) 25%, AM: 25%, PM: 25%)	-254	-11	-11	-22	-9	-9	-18	
Net Primary Trips – Fast-food Restaurant with Drive-Through			763	33	31	64	28	24	52	
Super Convenier Market/Gas Stat		16 Fueling Positions	3,688	225	224	449	184	183	367	
	(Daily:	Internal Capture (c) 10%, AM: 10%, PM: 10%)	-369	-23	-22	-45	-19	-18	-37	
Net Driveway T	rips – Gas :	Station with Convenience Market	3,319	202	202	404	165	165	330	
Pass-By Trips (d) (Daily: 25%, AM: 25%, PM: 25%)			-830	-51	-50	-101	-42	-41	-83	
Net Primary Trips – Super Convenience Market/Gas Station		2,489	151	152	303	123	124	247		
Net Passenger		Net Driveway Trips	4,336	246	244	490	202	198	400	
Car Trips (f)	Net Pri	mary Trips(with pass-by reduction) (g)	3,252	184	183	367	151	148	299	

Notes

⁽a) Passenger Car trips include trips to 2.400 ksf Fast-Food Restaurant with drive-thru and a 16 fueling position Super Convenience Market/Gas Station.

⁽b) Trip Generation data from ITE Trip Generation Manual, 10th Edition

⁽c) Internal capture rates from ITE Trip Generation Handbook, 3rd Edition NCHRP 684 Internal Trip Capture Estimation Tool

⁽d) Pass-by rates from ITE Trip Generation Handbook, 3rd Edition for ITE LU 934 Fast-Food Restaurant With Drive-Through Window and LU 945 Gasoline/Service Station With Convenience Market

⁽e) Diverted trip rates from ITE Trip Generation Handbook, 3rd Edition for ITE LU 934 Fast-Food Restaurant With Drive-Through Window and LU 945 Gasoline/Service Station With Convenience Market

⁽f) Net passenger car trips are the sum of trips generated by the Fast-Food Restaurant with drive-thru land use and Super Convenience Market/Gas Station land use (g) These values will be used for the Traffic Analysis at external intersections.

ATTACHMENT 2 - TRIP GENERATION TABLES

Table 3 - Truck Trip Generation

Proposed	Units	Daily Trips	AN	1 Peak Hour	(b)	PM	l Peak Hour	(b)
Land Use	UIIIIS	(a)	In	Out	Total	In	Out	Total
Truck Stop	9 Fueling Positions	800	33	32	65	37	39	76
Internal Capture (c) 0%		0	0	0	0	0	0	0
Net Drive	Net Driveway Trips – Truck Stop		33	32	65	37	39	76
Net	Driveway Trips in PCE (PCE=3.0)	7 /1(1()	99	96	195	111	117	228
(Daily	Pass-By Trips (d) (Daily: 5%, AM: 5%, PM: 5%)		-2	-1	-3	-2	-2	-4
Net Primary Trips – Truck Stop		760	31	31	62	35	37	72
Nε	Net Primary Trips in PCE (PCE=3.0)		93	93	186	105	111	216

Notes

⁽a) Truck trips include trips to the Truck Stop land use portion only, using daily trip information obtained from similar faclilities

⁽b) Peak hour information estimated using peak hour percentages from ITE Trip Generation Manual, 10th Edition

⁽c) No internal capture was assumed for the Truck Stop land use, as a truck stop is assumed to include a variety of services

⁽d) As there was no supporting data available to define the number of pass-by trips, pass-by rates were estimated to be 5%

⁽e) As there was no supporting data available to define the number of pass-by trips, diverted rates were estimated to be similar to a Super Convenience Market with Gas Station

ATTACHMENT 2 - TRIP GENERATION TABLES

Table 4 - Total Project Trip Generation

	Table 1 Total									
	Daily	А	M Peak Ho	ur	P	M Peak Hou	ur			
	Trips	In	Out	Total	In	Out	Total			
Total Primary Trips										
Fast Food w Drive- Through	763	33	31	64	28	24	52			
Super Convenience Market/Gas Station	2,489	151	152	303	123	124	247			
Truck Stop (PCE = 3.0)	2,280	93	93	186	105	111	216			
Total Primary Trip Generation	5,532	277	276	553	256	259	515			
Total Driveway Trips										
Fast Food w Drive- Through	1,017	44	42	86	37	33	70			
Super Convenience Market/Gas Station	3,319	202	202	404	165	165	330			
Truck Stop (PCE = 3.0)	2,400	99	96	195	111	117	228			
Total Driveway Trip Generation	6,736	345	340	685	313	315	628			

	NCHRP 684 Internal Trip Capture Estimation Tool								
Project Name:	Travel Center		Organization:	Kimley-Horn					
Project Location:	Rialto		Performed By:	LCS					
Scenario Description:			Date:	6/8/2021					
Analysis Year:			Checked By:						
Analysis Period:	Daily		Date:						

Land Use	Developme	ent Data (For Info	rmation Only)		Estimated Vehicle-Trips ³	
Land Use	ITE LUCs1	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				3,688	1,844	1,844
Restaurant				1,130	565	565
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
				4,818	2,409	2,409

	Table 2-A: Mode Split and Vehicle Occupancy Estimates									
Land Use		Entering Trips			Exiting Trips					
Land Ose	Veh. Occ.4	% Transit	% Non-Motorized		Veh. Occ.⁴	% Transit	% Non-Motorized			
Office										
Retail										
Restaurant										
Cinema/Entertainment										
Residential										
Hotel										
All Other Land Uses ²										

	Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)										
Origin (France)		Destination (To)									
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office											
Retail											
Restaurant											
Cinema/Entertainment											
Residential											
Hotel											

Table 4-A: Internal Person-Trip Origin-Destination Matrix*											
Origin (From)		Destination (To)									
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office		0	0	0	0	0					
Retail	0		240	0	0	0					
Restaurant	0	79		0	0	0					
Cinema/Entertainment	0	0	0		0	0					
Residential	0	0	0	0		0					
Hotel	0	0	0	0	0						

Table 5-A	A: Computatio	ns Summary					
Total Entering Exitin							
All Person-Trips	4,818	2,409	2,409				
Internal Capture Percentage	13%	13%	13%				
External Vehicle-Trips ⁵	4,180	2,090	2,090				
External Transit-Trips ⁶	0	0	0				
External Non-Motorized Trips ⁶	0	0	0				

Table 6-A: Interna	al Trip Capture Percenta	ges by Land Use
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	4%	13%
Restaurant	42%	14%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

	NCHRP 684 Internal Trip Capture Estimation Tool									
Project Name:	Travel Center	Kimley-Horn								
Project Location:	Rialto		Performed By:	LCS						
Scenario Description:			Date:	6/8/2021						
Analysis Year:			Checked By:							
Analysis Period:	AM Street Peak Hour		Date:							

Land Use	Development Data (For Information Only)				Estimated Vehicle-Trips ³	
Land Use	ITE LUCs1	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				449	225	224
Restaurant				96	49	47
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
				545	274	271

		Table 2-A:	Mode Split and Vehicle	Occupancy Estimates				
Landllan		Entering Trips			Exiting Trips			
Land Use	Veh. Occ.4	% Transit	% Non-Motorized	Veh. Occ.⁴	% Transit	% Non-Motorized		
Office								
Retail								
Restaurant								
Cinema/Entertainment								
Residential								
Hotel								
All Other Land Uses ²								

	Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)										
Origin (From)		Destination (To)									
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office											
Retail											
Restaurant											
Cinema/Entertainment											
Residential											
Hotel											

	Table 4-A: Internal Person-Trip Origin-Destination Matrix*											
Origin (From)				Destination (To)								
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel						
Office		0 0 0		0	0	0						
Retail	0		25	0	0	0						
Restaurant	0	7		0	0	0						
Cinema/Entertainment	0	0	0		0	0						
Residential	0	0	0	0		0						
Hotel	0	0	0	0	0							

Table 5-A	A: Computatio	ns Summary	
	Total	Entering	Exiting
All Person-Trips	545	274	271
Internal Capture Percentage	12%	12%	12%
External Vehicle-Trips ⁵	481	242	239
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Interna	al Trip Capture Percenta	ges by Land Use
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	3%	11%
Restaurant	51%	15%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

	NCHRP 684 Internal Trip Capture Estimation Tool									
Project Name:	Travel Center		Organization:	Kimley-Horn						
Project Location:	Rialto		Performed By:	LCS						
Scenario Description:			Date:	6/8/2021						
Analysis Year:			Checked By:							
Analysis Period:	PM Street Peak Hour		Date:							

	Table 1	-P: Base Vehicle	-Trip Generation	Estima	tes (Single-Use S	ite Estimate)	
Land Use	Developme	ent Data (For Info	ormation Only)			Estimated Vehicle-Trips ³	
Land USE	ITE LUCs1	Quantity	Units		Total	Entering	Exiting
Office					0		
Retail					367	184	183
Restaurant					78	41	37
Cinema/Entertainment					0		
Residential					0		
Hotel					0		
All Other Land Uses ²					0		
					445	225	220

Table 2-P: Mode Split and Vehicle Occupancy Estimates									
Land Use		Entering Tri	ps		Exiting Trips				
	Veh. Occ.4	% Transit	% Non-Motorized	Veh. Occ.4	% Transit	% Non-Motorized			
Office									
Retail									
Restaurant									
Cinema/Entertainment									
Residential									
Hotel									
All Other Land Uses ²									

	Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)											
Origin (From)		Destination (To)										
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel						
Office												
Retail												
Restaurant												
Cinema/Entertainment												
Residential												
Hotel												

	Table 4-P: Internal Person-Trip Origin-Destination Matrix*												
Origin (From)	Destination (To)												
Oligili (Floili)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel							
Office		0	0	0 0		0							
Retail	0		12	0	0	0							
Restaurant	0	15		0	0	0							
Cinema/Entertainment	0	0	0		0	0							
Residential	0	0	0	0		0							
Hotel	0	0	0	0	0								

Table 5-P: Computations Summary										
Total Entering Exiting										
All Person-Trips	445	225	220							
Internal Capture Percentage	12%	12%	12%							
External Vehicle-Trips ⁵	391	198	193							
External Transit-Trips ⁶	0	0	0							
External Non-Motorized Trips ⁶	0	0	0							

Table 6-P: Interna	al Trip Capture Percenta	ges by Land Use
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	7%
Restaurant	29%	41%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

ATTACHMENT 3A – PASSENGER CAR DISTRIBUTION



Legend:



- Project Site
- Study Intersection
- Project Driveway
- Passenger Car Distribution
- D#
- Driveway Number

Study Intersections:

- 1. Alder Avenue at Sierra Lakes Parkway/Casmalia Street
- 3. Alder Avenue at SR-210 EB Ramps
- D1. Sierra Lakes Parkway at Driveway #1 (Truck Stop)
- D3. Sierra Lakes Parkway at Driveway #3 (Truck Stop)
- D5. Sierra Lakes Parkway at Driveway #5 (Gas Station)

- 2. Alder Avenue at SR-210 WB Ramps
- 4. Alder Avenue at Renaissance Parkway
- D2. Sierra Lakes Parkway at Driveway #2 (Truck Stop)
- D4. Sierra Lakes Parkway at Driveway #4 (Truck Stop)

ATTACHMENT 3A – PASSENGER CAR DISTRIBUTION

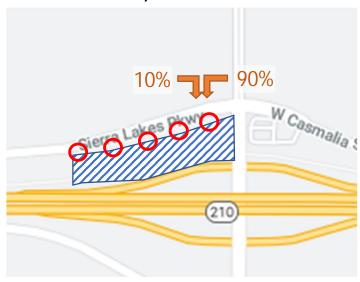
Driveway Distribution - OUT

100%

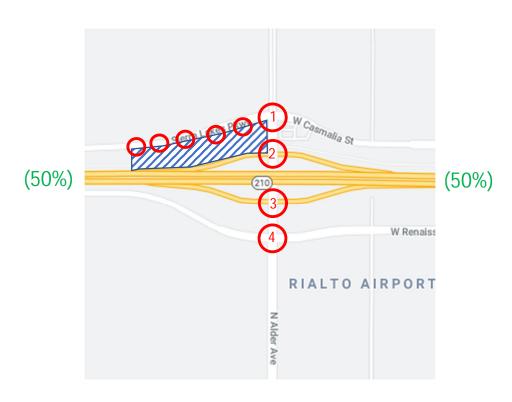
100%

210

Driveway Distribution - IN



ATTACHMENT 3B - TRUCK DISTRIBUTION



Legend:



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

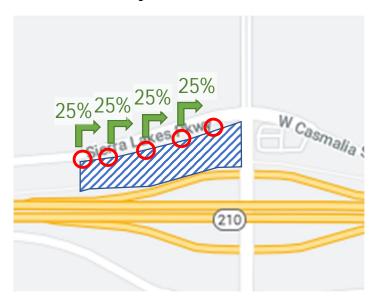
Study Intersections:

- 1. Alder Avenue at Sierra Lakes Parkway/Casmalia Street
- 3. Alder Avenue at SR-210 EB Ramps
- D1. Sierra Lakes Parkway at Driveway #1 (Truck Stop)
- D3. Sierra Lakes Parkway at Driveway #3 (Truck Stop)
- D5. Sierra Lakes Parkway at Driveway #5 (Gas Station)

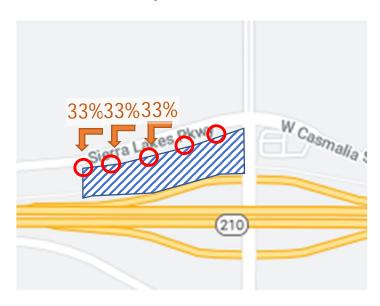
- 2. Alder Avenue at SR-210 WB Ramps
- 4. Alder Avenue at Renaissance Parkway
- D2. Sierra Lakes Parkway at Driveway #2 (Truck Stop)
- D4. Sierra Lakes Parkway at Driveway #4 (Truck Stop)

ATTACHMENT 3B – TRUCK DISTRIBUTION

Driveway Distribution - OUT



Driveway Distribution - IN



* Crow Hollings N/S Beseline E/O Apala - 668,524 sf Warehouse * NEC Renaissance & Laurel (Orbis) - 135,408 st Warehouse

* Baseline /Palmetto Warthouse II - 90,726 st Warehouse - NEC Baseline & Palmetto

		SUM		ABLE 5 MULATIVE PRO	OJECTS						
			i		1		Trip Gen	eration E	stimates		
	Project #	Land Use	Quantity	Units		A	M Peak H		PM Peak Hour		
					Daily	In	Out	Total	In	Out	Total
		Sater Bros	late to the								
	1	Hotel	100	ROOMS	817	31	22	53	31	29	60
		High-Turnover (Sit-Down) Restaurant	2.000	KSF	254	12	11	23	13	9	22
		Pass-by High-Turn (Sit-Down) Restaurant			-57	0	0	0	-2	-2	-4
ſ		Fast-Food Restaurant w/o D.T.	1.000	KSF	716	26	18	44	13	13	26
J	1	Pass-by Fast-Food Restaurant			-161	-6	-4	-10	-3	-3	-6
*		Fast-Food Restaurant w/ D.T.	5,440	KSF	2,699	126	121	247	92	85	177
		Pass-by Fast-Food Restaurant	San house		-638	-31	-30	-61	-20	-20	-40
		Gasoline Station w/ Conv. Mkt. & Car Wash	16	VFP	2,445	97	93	190	113	109	222
		Pass-by Gasoline/Service Station		A CONTRACTOR	-572	-21	-21	-42	-26	-26	-52
		Site Internal Capture (10%)			-693	-29	-27	-56	-26	-25	-51
,		Lytle Creek SP (10% of Capacity)			0,00			30	-20	-23	-51
J	2	Single-Family Detached Housing	504	DU	4,823	95	284	379	321	100	509
•	, "	Condominium	336	DU	_	25	_	-	_	188	-
Location ?	2		330	FUELING	1,952	_	123	148	117	58	175
		Fuel / Market / Donut For Hill Dive. Too Far B+B Plastics	150.00	POSITIONS	3,941	156	155	311	124	123	247
Complete -	7 4	(SCIANILINGSERV)	150,27	KSF	963	-64-	17	- 81	-22	64	86
Cambleto		Prologis (Locust at Stonehurst)	473.000	KSF	2,824	187	50	237	64	191	255
Complete -	7 6	Prologis (Tamarind at Walnut)	384,000	KSF	2,292	152	39	191	52	154	206
-	27	Housing		DU	1,487	52	51	103	66	65	131
DOM F O.		Renaissance East				ELL	5 -5-3			1 35	
8,849 s F Re	stoned -	Hetel	108	ROOMS	882	34	23	57	33	32	65
		Hotel Internal Capture (8%)			-71	-3	-2	-5	-3	-3	-6
	J 8	Specialty Retail Center 4,550	9.100	KSF	403	-	-	-	11	14	25
	•	Pass-by Specialty Retail Center (10%)			40	0	0	0	1	1	2
	Complete -	> High Turnover (Sit-Down) Restaurant	9.170	KSF	_	-	-				-
	(amplete-	Fast-Food Restaurant w/ D.T.	4.900	KSF	2,431	114	109	223	83	77	159
	, ,	Pass-by Fast-Food Restaurant (10%)			-243	-11	-11	-22	8-	-8	-16
Complete	-9_	PA 108 Building 4-B	411:330	KSF	2,454	162	44	206	- 55	165	220
Complete Location? -	10	Hotel (SWC of Linden and Renaissance)	135	Occupied Room	1,204	52	38	90	46	48	94
Location? -) 11	Shopping / Fast Food		KSF	4,651	44	44	88	99	98	197
	12	Morin Warehouse	200.000	KSF	1,193	77	22	99	26	78	104
	13	Buildings 7, 8, and 9 Warehouse	540.427	KSF	3,224	216	57	273	73	218	291
	14	SEC Casmalia / Linden Warehouse	136.220	KSF	813	54	13	67	18	55	73
•	15	Fuel Station/Fast Food at SWC of Casmalia / Ayala	7.000	KSF	4,419	202	188	390	174	164	338
Expined .	16	Diesel Fuel Expansion at SEC of Casmalia / Aider	7,300	KSF	2,382	113	107	220	86	81	167
	17	NWC Baseline / Alder Warehouse	255.655	KSF	1,526	104	28	132	34	104	138
	18	NWC Baseline / Tamarind Warehouse	156,500	KSF	935	65	18	83	23	65	88
	19	Baseline / Palmetto Warehouse	99,999	KSF	599	41	12	53	13	41	54
	20	Warehouse W/S Alkr S/0 Miro	78.680	KSF	698	32	31				
	21	Warehouse SEC Cosmolin / Laure/	87.189					63	34	35	67
	22			KSF	524	25	24	49	26	25	51
Caroloha	7 23	Warehouse Twith Aide	116,429	KSF SF	500	24	24	48	25	25	50
Consists	2007	AND THE PROPERTY OF THE PROPER	67.465	9230	402	17	16	33	18	17	35
CANALLE -	24	Animel Hospital	8,732	KSF	279	24	23	47	23	23	46-
notion .	25	Fuel / FF / Market		FUELING POSITIONS	9,993	557	556	1,113	454	454	908
THE REAL PROPERTY.	-	oject Trips elling Units, KSF = 1,000 square feet, VFP = Vehicle Fueling			62,330	2,879	2,267	5,145	2,295	2,822	5,113
540	■ DII – Dw										

's SEC Premissuice & Alder, in which case Yes.

Rialto Travel Center Traffic Impact Study

	12:00AM	01:00AM	02:00AM	03:00AM	04:00AM	05:00AM	06:00AM	07:00AM	08:00AM	09:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM	06:00PM	07:00PM	08:00PM	09:00PM	10:00PM	11:00PM	Day Total
Thursday	495	494	496	545	679	854	1,032	1,145	1,208	1,239	1,292	1,317	1,345	1,316	1,302	1,256	1,190	1,110	1,003	914	771	676	577	523	22,777
Friday	490	481	489	541	671	821	984	1,092	1,131	1,175	1,215	1,248	1,242	1,234	1,171	1,125	1,078	1,002	915	795	711	615	528	468	21,223
Saturday	426	392	386	393	454	551	658	788	869	952	986	1,003	969	940	901	830	774	687	610	541	460	386	331	299	15,587
Sunday	263	259	235	250	284	356	470	580	697	785	874	940	959	947	932	913	835	772	687	611	536	457	385	353	14,382
Monday	335	329	370	448	567	741	890	989	1,040	1,100	1,171	1,223	1,233	1,249	1,254	1,239	1,186	1,121	992	911	786	663	575	498	20,908
Tuesday	479	475	486	562	674	835	1,016	1,146	1,269	1,263	1,297	1,341	1,350	1,347	1,347	1,329	1,257	1,193	1,085	967	834	709	618	540	23,418
Wednesday	507	502	511	572	700	871	1,056	1,174	1,244	1,286	1,338	1,375	1,371	1,365	1,320	1,314	1,252	1,159	1,047	932	813	696	591	528	23,524
Total for week	2,995	2,932	2,972	3,312	4,030	5,029	6,107	6,914	7,457	7,799	8,172	8,447	8,469	8,399	8,227	8,007	7,573	7,043	6,340	5,670	4,910	4,202	3,605	3,209	141,820
Hourly percentage	2.11%	2.07%	2.10%	2.34%	2.84%	3.55%	4.31%	4.87%	5.26%	5.50%	5.76%	5.96%	5.97%	5.92%	5.80%	5.65%	5.34%	4.97%	4.47%	4.00%	3.46%	2.96%	2.54%	2.26%	100.00%
Expected transactions	8	8	8	9	11	14	17	19	21	22	23	24	24	24	23	23	21	20	18	16	14	12	10	9	400

900,000 gallons 30,000 gallons 105 gallons Monthly volume Daily volume Average fill Fills/day Safety factor Trucks/day 286

1.4 (accounts for non-fueling customers) 400

Distribution numbers are based on sales data from 56 similar facilities in the region surrounding Rialto, CA.

APPENDIX B

TRAFFIC COUNT DATA SHEETS

National Data & Surveying Services

Intersection Turning Movement Count

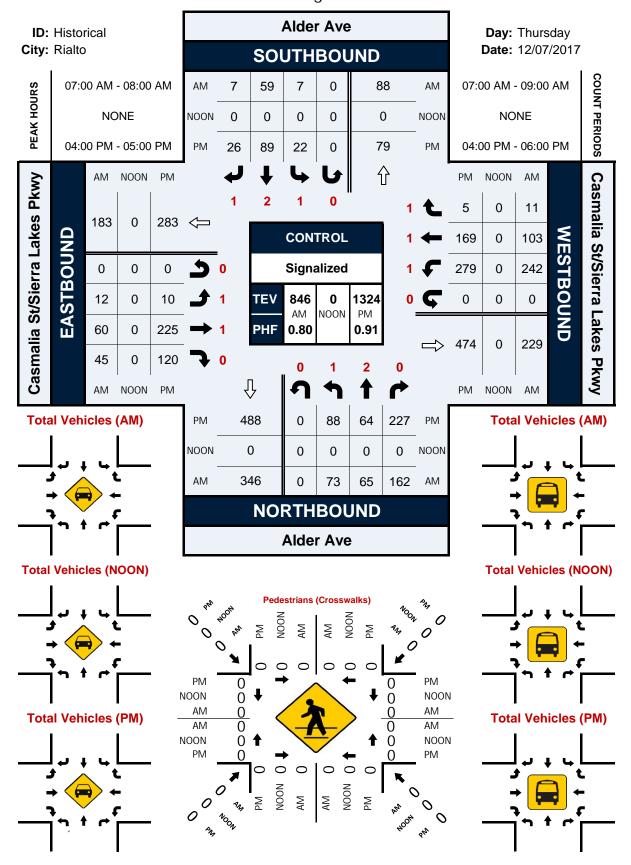
Location: Alder Ave & Casmalia St/Sierra Lakes Pkwy City: Rialito Control: Signalized

Project ID: Historical Date: 12/7/2017

Control.	Signanzeu							To	tal					Date.	12/1/2017		
NS/EW Streets:		Alder	Ave			Alder	Ave			nalia St/Sier	ra Lakes Pl	cwy	Casm	nalia St/Sier	ra Lakes Pk	wy	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	1	2	0	0	1	2	1	0	1	1	0	0	1	1	1	0	
7 (17)	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	24	14	58	0	4	16	4	0	3	14	11	0	81	32	2	0	263
7:15 AM	16	12	38	0	1	12	0	0	4	24	12	0	83	29	4	0	235
7:30 AM	18	19	34	0	1	12	2	0	5	14	15	0	37	13	1	0	171
7:45 AM	15	20	32	0	1	19	1	0	0	8	7	0	41	29	4	0	177
8:00 AM	14	14	32	0	1	7	4	0	5	17	10	0	52	22	3	0	181
8:15 AM	11	8	41	0	3	14	1	0	0	8	12	0	41	29	1	0	169
8:30 AM	22	16	32	0	2	16	7	0	0	20	18	0	47	26	1	0	207
8:45 AM	7	10	32	0	0	8	2	0	2	15	16	0	30	23	1	0	146
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	127	113	299	0	13	104	21	0	19	120	101	0	412	203	17	0	1549
APPROACH %'s:	23.56%	20.96%	55.47%	0.00%	9.42%	75.36%	15.22%	0.00%	7.92%	50.00%	42.08%	0.00%	65.19%	32.12%	2.69%	0.00%	
PEAK HR :		7:00 AM -															TOTAL
PEAK HR VOL :	73	65	162	0	7	59	7	0	12	60	45	0	242	103	11	0	846
PEAK HR FACTOR :	0.760	0.813	0.698	0.000	0.438	0.776	0.438	0.000	0.600	0.625	0.750	0.000	0.729	0.805	0.688	0.000	0.804
		0.7	81			0.70	00			0.73	31			0.76	07		
D1.4		NORTH				SOUTH	BOUND			EASTB				WESTE	OUND		
PM	1	2	0	0	1	2	1	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	21	16	67	0	9	26	14	0	6	64	32	0	59	44	1	0	359
4:15 PM	21	18	60	0	5	23	5	0	1	68	23	0	37	29	2	0	292
4:30 PM	26	15	56	0	5 3	25	6	0	3	53	32	0	99	45	0	0	365
4:45 PM 5:00 PM	30	15 10	44	0	2	15 19	3	0	0	40 61	33	0	84 77	51 27	1	0	308 305
5:00 PM 5:15 PM	30 17	14	43 51	0	1	21	2	0	1	48	31	0	52	41	0	0	279
5:30 PM	27	7	52	0		20	0	0	1	50	34	0	67	34	1	0	294
5:45 PM	32	9	48	0	3	11	2	0	2	49	28	0	38	32	2	0	256
3.43 T M					,				_			_				_	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	194	104	421	0	29	160	33	0	15	433	244	0	513	303	9	0	2458
APPROACH %'s:	26.98%	14.46%	58.55%	0.00%	13.06%	72.07%	14.86%	0.00%	2.17%	62.57%	35.26%	0.00%	62.18%	36.73%	1.09%	0.00%	TOTI
PEAK HR :		04:00 PM -															TOTAL
PEAK HR VOL :	88	64	227	0	22	89	26	0	10	225	120	0	279	169	5	0	1324
PEAK HR FACTOR :	0.846	0.889	0.847	0.000	0.611	0.856	0.464	0.000	0.417	0.827	0.909	0.000	0.705	0.828	0.625	0.000	0.907

Alder Ave & Casmalia St/Sierra Lakes Pkwy

Peak Hour Turning Movement Count



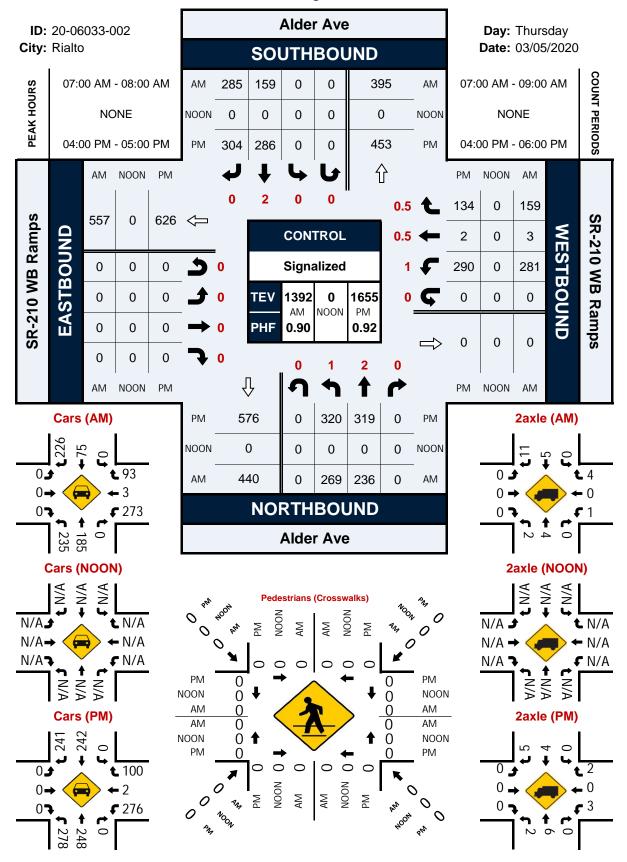
National Data & Surveying Services

Intersection Turning Movement Count
City: Rialto
Control: Signalized Project ID: 20-06033-002 Date: 3/5/2020

Control:	Signalized							То	tal					Date:	3/5/2020		
NS/EW Streets:		Alder	Ave			Alder	Ave	10	tui	SR-210 V	VB Ramps			SR-210 W	B Ramps		
		NORTH	BOUND			SOUTH	BOUND			FAST	BOUND			WESTI	BOUND		
AM	1	2	0	0	0	2	0	0	0	0	0	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	87	84	0	0	0	24	95	0	0	0	0	0	65	0	31	0	386
7:15 AM	74	51	0	0	0	47	76	0	0	0	0	0	56	0	35	0	339
7:30 AM	56	43	0	0	0	46	60	0	0	0	0	0	72	1	48	0	326
7:45 AM	52	58	0	0	0	42	54	0	0	0	0	0	88	2	45	0	341
8:00 AM 8:15 AM	62 52	46 55	0	0	0	50 31	44 49	0	0	0	0	0	59 54	0	34 37	0	295 279
8:30 AM	36	69	0	0	0	40	57	0	0	0	0	0	56	1	40	0	279
8:45 AM	65	56	0	0	0	49	50	0	0	0	0	0	44	0	28	0	292
0.43 AW	03	30	U	U	"	47	30	U	"	U	U	U	44	U	20	U	272
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	484	462	0	0	0	329	485	0	0	0	0	0	494	5	298	0	2557
APPROACH %'s:	51.16%	48.84%	0.00%	0.00%	0.00%	40.42%	59.58%	0.00%					61.98%	0.63%	37.39%	0.00%	
PEAK HR :			MA 00:80														TOTAL
PEAK HR VOL :	269	236	0	0	0	159	285	0	0	0	0	0	281	3	159	0	1392
PEAK HR FACTOR :	0.773	0.702	0.000	0.000	0.000	0.846	0.750	0.000	0.000	0.000	0.000	0.000	0.798	0.375	0.828	0.000	0.902
		0.73	38			0.90)2							0.8	20		
		NORTH	BOLIND			SOUTH	ROLIND			FAST	BOUND			WEST	BOUND		
PM	1	2	0	0	0	2	0	0	0	0	0	0	1	0.5	0.5	0	
1 171	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	83	84	0	0	0	77	73	0	0	0	0	0	83	1	42	0	443
4:15 PM	69	84	0	0	0	50	59	0	0	0	0	0	55	0	40	0	357
4:30 PM	88	72	0	0	0	87	98	0	0	0	0	0	77	1	28	0	451
4:45 PM	80	79	0	0	0	72	74	0	0	0	0	0	75	0	24	0	404
5:00 PM	93	66	0	0	0	58	77	0	0	0	0	0	62	0	23	0	379
5:15 PM	80 94	51 80	0	0	0	56	48	0	0	0	0	0	72	0	25	0	332 409
5:30 PM 5:45 PM	68	80 76	0	0	0	60 48	58 42	0	0	0	0	0	87 94	3 0	27 24	0	409 352
3.43 FW	00	70	U	U	"	40	42	U	"	U	U	U	94	U	24	U	332
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	655	592	0	0	0	508	529	0	0	0	0	0	605	5	233	0	3127
APPROACH %'s:	52.53%	47.47%	0.00%	0.00%	0.00%	48.99%	51.01%	0.00%					71.77%	0.59%	27.64%	0.00%	
APPROACH %'s : PEAK HR :	52.53%	04:00 PM -	0.00% 05:00 PM	0.00%													TOTAL
APPROACH %'s:	52.53%		0.00%		0.00%	48.99% 286 0.822	304 0.776	0.00%	0	0	0	0	71.77% 290 0.873	0.59% 2 0.500	27.64% 134 0.798	0.00% 0 0.000	TOTAL 1655

Alder Ave & SR-210 WB Ramps

Peak Hour Turning Movement Count



National Data & Surveying Services

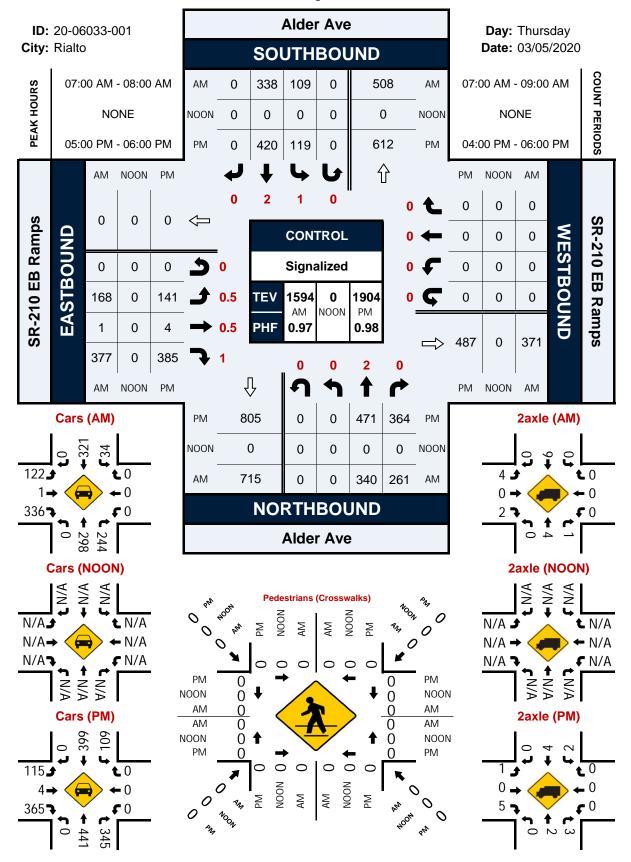
Intersection Turning Movement Count

City: Rialto
Control: Signalized Project ID: 20-06033-001 Date: 3/5/2020

Control:	Signalized							То	to!					Date:	3/5/2020		
Ī								То	tai								1
NS/EW Streets:		Alder				Alder	Ave			SR-210 EI	3 Ramps				B Ramps		
0.0.4			BOUND			SOUTH					OUND				BOUND		
AM	0	2	0	0	1	2	0	0	0.5	0.5	1	0	0	0	0	0	
7.00.414	NL	NT	NR	NU	SL 19	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM 7:15 AM	0	108	55 65	0		65	0	0	59	0	93	0	0	0	0	0	399 399
7:15 AM 7:30 AM	0	91 66	73	0	30 33	81 93	0	0	37 26	0	95 94	0	0	0	0	0	399
7:45 AM	0	75	68	0	27	99	0	0	46	0	95	0	0	0	0	0	410
8:00 AM	0	72	32	0	29	83	0	0	30	1	75	0	0	0	0	0	322
8:15 AM	0	70	67	0	21	56	Ö	Ö	36	ò	82	0	Ö	Ö	0	Ö	332
8:30 AM	0	70	49	0	27	73	0	0	42	1	63	0	0	0	0	0	325
8:45 AM	0	77	44	0	24	63	0	0	42	4	54	0	0	0	0	0	308
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	629	453	0	210	613	0	0	318	7	651	0	0	0	0	0	2881
APPROACH %'s:	0.00%	58.13%	41.87%	0.00%	25.52%	74.48%	0.00%	0.00%	32.58%	0.72%	66.70%	0.00%					
PEAK HR :			MA 00:80										_				TOTAL
PEAK HR VOL :	0.000	340 0.787	261 0.894	0.000	109 0.826	338 0.854	0.000	0.000	168 0.712	1 0.250	377 0.992	0.000	0.000	0.000	0.000	0.000	1594
PEAK HR FACTOR :	0.000	0.787		0.000	0.826	0.854		0.000	0.712	0.250		0.000	0.000	0.000	0.000	0.000	0.972
		0.72				0.00) /			0.0	70						
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WEST	BOUND		
PM	0	2	0	0	1	2	0	0	0.5	0.5	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	112	93	0	48	113	0	0	51	2	82	0	0	0	0	0	501
4:15 PM	0	96	70	0	28	74	0	0	54	0	80	0	0	0	0	0	402
4:30 PM	0	142	99	0	58	108	0	0	34	1	82	0	0	0	0	0	524
4:45 PM 5:00 PM	0	94 136	86 113	0	26 39	112 80	0	0	46 28	0	69 87	0	0	0	0	0	433 484
5:00 PM 5:15 PM	0	114	85	0	26	106	0	0	30	1	98	0	0	0	0	0	460
5:30 PM	0	116	84	0	27	121	0	0	44	1	84	0	0	0	0	0	477
5:45 PM	0	105	82	0	27	113	0	0	39	1	116	0	0	0	0	0	483
0.101111		100	02	ŭ			•		,	•		ŭ	•	•	•		100
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	0	915	712	0	279	827	0	0	326	7	698	0	0	0	0	0	3764
APPROACH %'s:	0.00%	56.24%	43.76%	0.00%	25.23%	74.77%	0.00%	0.00%	31.62%	0.68%	67.70%	0.00%					
PEAK HR :			06:00 PM														TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0.000	471 0.866	364 0.805	0	119	420	0	0	141	4	385	0	0	0	0	0	1904
				0.000	0.763	0.868	0.000	0.000	0.801	1.000	0.830	0.000	0.000	0.000	0.000	0.000	

Alder Ave & SR-210 EB Ramps

Peak Hour Turning Movement Count



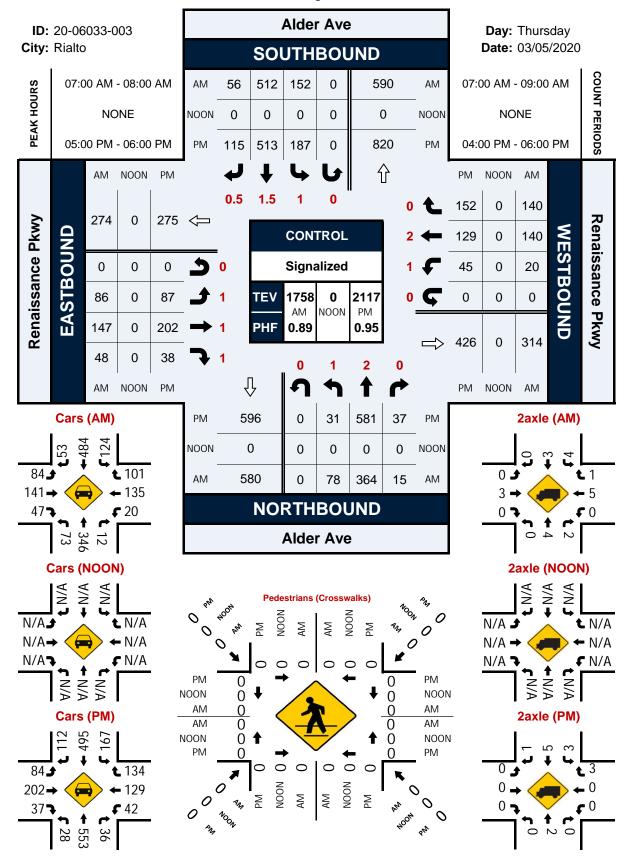
National Data & Surveying Services

Intersection Turning Movement Count
City: Rialto
Control: Signalized Project ID: 20-06033-003 Date: 3/5/2020

Control:	Signalized							То	tal					Date: 3	3/5/2020		
NS/EW Streets:		Alder	Ave			Alder	Ave	10	tai	Renaissan	ice Pkwy			Renaissan	ce Pkwy		
		NORTH	ROLIND			SOUTH	ROLIND			EASTE	OUIND			WESTE	SOLIND		
AM	1	2	0	0	1	1.5	0.5	0	1	1	1	0	1	2	0	0	
,	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	30	103	5	0	44	103	9	0	16	36	5	0	3	37	45	0	436
7:15 AM	34	94	7	0	43	126	13	0	20	45	16	0	8	50	38	0	494
7:30 AM	7	82	1	0	38	130	13	0	33	48	20	0	5	31	26	0	434
7:45 AM	7	85	2	0	27	153	21	0	17	18	7	0	4	22	31	0	394
8:00 AM 8:15 AM	2	71	1	0	23 33	115 105	15	0	9	9	1 5	0	6 1	23 12	32 22	0	307 321
8:15 AM 8:30 AM	0	79 81	3 2	0	29	90	9 13	0	23 18	25 11	3	0	10	12	22	0	292
8:45 AM	2	85	0	0	12	92	17	0	10	10	4	0	5	20	31	0	288
0.45 AWI	2	60	U	U	12	92	17	U	10	10	4	U	3	20	31	U	200
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES :	86	680	21	0	249	914	110	0	146	202	61	0	42	206	249	0	2966
APPROACH %'s:	10.93%	86.40%	2.67%	0.00%	19.56%	71.80%	8.64%	0.00%	35.70%	49.39%	14.91%	0.00%	8.45%	41.45%	50.10%	0.00%	
PEAK HR :			MA 00:80														TOTA
PEAK HR VOL :	78	364	15	0	152	512	56	0	86	147	48	0	20	140	140	0	1758
PEAK HR FACTOR :	0.574	0.883	0.536	0.000	0.864	0.837	0.667	0.000	0.652	0.766	0.600	0.000	0.625	0.700	0.778	0.000	0.890
		0.02	20			0.01	70			0.0	90			0.70	01		
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTE	BOUND		
PM	1	2	0	0	1	1.5	0.5	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
4:00 PM	8	127	10	0	47	116	26	0	28	56	7	0	0	30	43	0	498
4:15 PM	8	94	5	0	40	90	31	0	23	71	13	0	4	41	42	0	462
4:30 PM	8	180	7	0	40	123	29	0	22	50	13	0	8	39	48	0	567
4:45 PM	5	132	7	0	23	118	33	0	15	45 41	18 7	0	3	26	43	0	468
5:00 PM 5:15 PM	5 7	168 139	11 9	0	40 42	108 119	21 37	0	22 19	60	9	0	15 13	24 48	40 37	0	502 539
5:30 PM	11	151	11	0	42	135	27	0	27	62	13	0	10	32	33	0	560
5:45 PM	8	123	6	0	57	151	30	0	19	39	9	0	7	25	42	0	516
0.101111		120	· ·		"		00	· ·	.,	0,		ŭ		20		ŭ	0.0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES :	60	1114	66	0	337	960	234	0	175	424	89	0	60	265	328	0	4112
APPROACH %'s:	4.84%	89.84%	5.32%	0.00%	22.01%	62.70%	15.28%	0.00%	25.44%	61.63%	12.94%	0.00%	9.19%	40.58%	50.23%	0.00%	TOT
PEAK HR :			06:00 PM														TOTA
PEAK HR VOL :	31	581	37	0	187	513	115	0	87	202	38	0	45	129	152	0	2117
PEAK HR FACTOR :	0.705	0.865	0.841	0.000	0.820	0.849	0.777	0.000	0.806	0.815	0.731	0.000	0.750	0.672	0.905	0.000	0.945
		0.88	7/			0.83	00			0.8	UI			0.8	2/		

Alder Ave & Renaissance Pkwy

Peak Hour Turning Movement Count



APPENDIX C

PCE WORKSHEETS

Alder Ave at Sierra Lakes Pkwy/ Casmalia St

_			AM Peal	k Hour V	'olumes			_			PM Pea	ak Hour V	olumes		
_				ıck Volu			Total	·				uck Volun			Total
	Total	Truck	Passgr		Avg Truck		PCE		Total	Truck	Passgr		Avg Truck	Truck	PCE
	Vehicles	%-age	Vehicles	Truck	PCE	PCE	Volume		Vehicles	%-age	Vehicles	Truck	PCE	PCE	Volume
NL	79		79	0		0	79	NL	95		95	0		0	95
NT	70	5.0%	67	3	2.5	8	75	NT	69	4.0%	66	3	2.5	8	74
NR	175		175	0		0	175	NR	245		245	0		0	245
SL	8		8	0		0	8	SL	24		24	0		0	24
ST	64	5.0%	61	3	2.5	8	69	ST	96	4.0%	92	4	2.5	10	102
SR	8		8	0		0	8	SR	28		28	0		0	28
EL	13		13	0		0	13	EL	11		11	0		0	11
ET	65	5.0%	62	3	2.5	8	70	ET	243	4.0%	233	10	2.5	25	258
ER	49		49	0	·	0	49	ER	130		130	0		0	130
WL	261		261	0		0	261	WL	301		301	0		0	301
WT	111	5.0%	105	6	2.5	15	120	WT	183	4.0%	176	7	2.5	18	194
WR	12		12	0		0	12	WR	5		5	0		0	5
							939								1,467
North Leg Vo								North Leg V							
Approach	80	0	77	3	2.5		85	Approach	148	0	144	4	2.5		154
Depart	95	0	92	3	2.5		100	Depart	85	0	82	3	2.5		90
Total	175	0	169	6	5.0		185	Total	233	0	226	7	5.0		244
South Leg Vo	olumes							South Leg V	'olumes						
Approach	324	0	321	3	2.5		329	Approach	409	0	406	3	2.5		414
Depart	374	0	371	3	2.5		379	Depart	527	0	523	4	2.5		533
Total	698	0	692	6	5.0		708	Total	936	0	929	7	5.0		947
East Leg Volu	umes							East Leg Vo	lumes						
Approach	384	0	378	6	2.5		393	Approach	489	0	482	7	2.5		500
Depart	248	0	245	3	2.5		253	Depart	512	0	502	10	2.5		527
Total	632	0	623	9	5.0		646	Total	1,001	0	984	17	5.0		1,027
West Leg Vol	lumes							West Leg Vo	nlumes						
Approach	127	0	124	3	2.5		132	Approach	384	0	374	10	2.5		399
Depart	198	0	192	6	2.5		207	Depart	306	0	299	7	2.5		317
Total	325	0	316	9	5.0		339	Total	690	0	673	, 17	5.0		716
iotai	323	U	310	7	5.0		JJ 7	rotai	070	U	073	17	5.0		710
All Legs								All Legs							
Approach	915	0	900	15	10.0		939	Approach	1,430	0	1,406	24	10.0		1,467
Depart	915	0	900	15	10.0		939	Depart	1,430	0	1,406	24	10.0		1,467
Total	1,830	0	1,800	30	20.0		1,878	Total	2,860	0	2,812	48	20.0		2,934

Alder Ave at SR-210 WB Ramps	
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				AM Pea	ık Hour V	olumes							PM Pe	ak Hour V	'olumes			
				Truck V				_	Total				Truck V	olumes				Total
	Passenger	2-Axle	3-Axle	4-Axle	Total	Truck		Average	PCE	Passenger		3-Axle	4-Axle	Total	Truck		Average	PCE
	Vehicles	1.5	2.0	3.0	Trucks	%-age	PCE	PCE	Volume	Vehicles	1.5	2.0	3.0	Trucks	%-age	PCE	PCE	Volume
NL	240	2	7	26	35	12.7%	95	2.7	335	284	2	2	39	43	13.1%	124	2.9	408
NT	189	4	11	37	52	21.6%	139	2.7	328	253	6	32	35	73	22.4%	178	2.4	431
NR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ST	77	5	6	74	85	52.5%	242	2.8	319	247	4	7	34	45	15.4%	122	2.7	369
SR	231	11	16	33	60	20.6%	148	2.5	379	246	5	5	54	64	20.6%	180	2.8	426
EL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ET	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ER	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WL	278	1	2	5	8	2.8%	21	2.6	299	282	3	1	10	14	4.7%	37	2.6	319
WT	3	0	0	0	0	0.0%	0	0.0	3	2	0	0	0	0	0.0%	0	0.0	2
WR	95	4	5	58	67	41.4%	190	2.8	285	102	2	3	30	35	25.5%	99	2.8	201
									1,948									2,156
North Leg V																		
Approach		16	22	107	145		390		698	493	9	12	88	109		302		795
Depart	284	8	16	95	119	00.00/	329	0.7	613	355	8	35	65	108	00 40/	277	0.7	632
Total	592	24	38	202	264	30.8%	719	2.7	1,311	848	17	47	153	217	20.4%	579	2.7	1,427
South Log V	/olumos																	
South Leg V Approach		6	18	63	87		234		663	537	8	34	74	116		302		839
	355	6	8	79	93		263		618	529	7	34 8	74 44	59		302 159		688
Depart Total	333 784	0 12	o 26	142	93 180	18.7%	203 497	2.8	1,281	1,066	, 15	6 42	118	175	14.1%	461	2.6	1,527
TOTAL	704	12	20	142	100	10.7 /0	497	2.0	1,201	1,000	13	42	110	173	14.170	401	2.0	1,327
East Leg Vo	lumes																	
Approach		5	7	63	75		211		587	386	5	4	40	49		136		522
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	376	5	7	63	75	16.6%	211	2.8	587	386	5	4	40	49	11.3%	136	2.8	522
. o.u.	0.0	Ü	•	00	, 0	10.070		2.0	007	000	Ü	·		.,		.00	2.0	022
West Leg Vo	olumes																	
Approach		0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	474	13	23	59	95		243		717	532	7	7	93	107		304		836
Total	474	13	23	59	95	16.7%	243	2.6	717	532	7	7	93	107	16.7%	304	2.8	836
All Legs																		
Approach	1,113	27	47	233	307		835		1,948	1,416	22	50	202	274		740		2,156
Depart	1,113	27	47	233	307		835		1,948	1,416	22	50	202	274		740		2,156
Total	2,226	54	94	466	614	21.6%	1,670	2.7	3,896	2,832	44	100	404	548	16.2%	1,480	2.7	4,312
									•	*								

Alder Ave at SR-210 EB Ramps

				AM Pea	ık Hour V	olumes							PM Pe	ak Hour V	olumes			
-				Truck V	olumes				Total				Truck V	olumes/			_	Total
	Passenger	2-Axle	3-Axle	4-Axle	Total	Truck		Average	PCE	Passenger		3-Axle	4-Axle	Total	Truck		Average	PCE
	Vehicles	1.5	2.0	3.0	Trucks	%-age	PCE	PCE	Volume	Vehicles	1.5	2.0	3.0	Trucks	%-age	PCE	PCE	Volume
NL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NT	304	4	9	30	43	12.4%	114	2.7	418	450	2	7	21	30	6.3%	80	2.7	530
NR	249	1	3	13	17	6.4%	47	2.8	296	352	3	2	14	19	5.1%	51	2.7	403
SL	35	0	5	71	76	68.5%	223	2.9	258	111	2	0	8	10	8.3%	27	2.7	138
ST	327	6	3	8	17	4.9%	39	2.3	366	407	4	6	11	21	4.9%	51	2.4	458
SR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
EL	124	4	9	34	47	27.5%	126	2.7	250	117	1	8	17	26	18.2%	69	2.7	186
ET	1	0	0	0	0	0.0%	0	0.0	1	4	0	0	0	0	0.0%	0	0.0	4
ER	343	2	5	35	42	10.9%	118	2.8	461	372	5	2	13	20	5.1%	51	2.6	423
WL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
									2,050									2,142
North Leg Vo	olumes																	
Approach	362	6	8	79	93		262		624	518	6	6	19	31		78		596
Depart	428	8	18	64	90		240		668	567	3	15	38	56		149		716
Total	790	14	26	143	183	18.8%	502	2.7	1,292	1,085	9	21	57	87	7.4%	227	2.6	1,312
South Leg Vo	olumes																	
Approach	553	5	12	43	60		161		714	802	5	9	35	49		131		933
Depart	670	8	8	43	59		157		827	779	9	8	24	41		102		881
Total	1,223	13	20	86	119	8.9%	318	2.7	1,541	1,581	14	17	59	90	5.4%	233	2.6	1,814
East Leg Volu	umes																	
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	285	1	8	84	93		270		555	467	5	2	22	29		78		545
Total	285	1	8	84	93	24.6%	270	2.9	555	467	5	2	22	29	5.8%	78	2.7	545
West Leg Vo	lumes																	
Approach	468	6	14	69	89		244		712	493	6	10	30	46		120		613
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	468	6	14	69	89	16.0%	244	2.7	712	493	6	10	30	46	8.5%	120	2.6	613
All Legs																		
Approach							//7		2.050	1 012	17	ΩE	0.4	10/		220		2,142
	1,383	17	34	191	242		667		2,050	1,813	17	25	84	126		329		2,142
Depart	1,383 1,383	1 <i>7</i> 17	34 34	191 191	242 242		66 <i>7</i> 667		2,050 2,050	1,813	17 17	25 25	84 84	126		329 329		2,142 2,142

4 Alder Ave at Renaissance Pkwy	y
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				AM Pea	k Hour V	olumes							PM Pea	ak Hour V	'olumes			
				Truck V	'olumes				Total				Truck V	olumes				Total
	Passenger	2-Axle	3-Axle	4-Axle	Total	Truck		Average	PCE	Passenger	2-Axle	3-Axle	4-Axle	Total	Truck		Average	PCE
	Vehicles	1.5	2.0	3.0	Trucks	%-age	PCE	PCE	Volume	Vehicles	1.5	2.0	3.0	Trucks	%-age	PCE	PCE	Volume
NL	74	0	1	4	5	6.3%	14	2.8	88	29	0	3	0	3	9.4%	6	2.0	35
NT	353	4	4	10	18	4.9%	44	2.4	397	564	2	7	19	28	4.7%	74	2.6	638
NR	12	2	1	0	3	20.0%	5	1.7	17	37	0	1	0	1	2.6%	2	2.0	39
SL	126	4	3	21	28	18.2%	75	2.7	201	170	3	1	16	20	10.5%	55	2.8	225
ST	494	3	5	20	28	5.4%	75	2.7	569	505	5	6	7	18	3.4%	41	2.3	546
SR	54	0	0	3	3	5.3%	9	3.0	63	114	1	1	1	3	2.6%	7	2.3	121
EL	86	0	1	1	2	2.3%	5	2.5	91	86	0	0	3	3	3.4%	9	3.0	95
ET	144	3	3	0	6	4.0%	11	1.8	155	206	0	0	0	0	0.0%	0	0.0	206
ER	48	0	0	1	1	2.0%	3	3.0	51	38	0	0	1	1	2.6%	3	3.0	41
WL	20	0	0	0	0	0.0%	0	0.0	20	43	0	2	1	3	6.5%	7	2.3	50
WT	138	5	0	0	5	3.5%	8	1.6	146	132	0	0	0	0	0.0%	0	0.0	132
WR	103	1	7	32	40	28.0%	112	2.8	215	137	3	2	13	18	11.6%	48	2.7	185
									2,013									2,313
North Leg V																		
Approach		7	8	44	59		159		833	789	9	8	24	41		103		892
Depart	542	5	12	43	60		161		703	787	5	9	35	49		131		918
Total	1,216	12	20	87	119	8.9%	320	2.7	1,536	1,576	14	17	59	90	5.4%	234	2.6	1,810
South Leg V																		
Approach		6	6	14	26		63		502	630	2	11	19	32		82		712
Depart	562	3	5	21	29		78		640	586	5	8	9	22		51		637
Total	1,001	9	11	35	55	5.2%	141	2.6	1,142	1,216	7	19	28	54	4.3%	133	2.5	1,349
East Leg Vo			_															
Approach		6	7	32	45		120		381	312	3	4	14	21		55		367
Depart	282	9	7	21	37		91		373	413	3	2	16	21		57		470
Total	543	15	14	53	82	13.1%	211	2.6	754	725	6	6	30	42	5.5%	112	2.7	837
West Leg Vo		_		_	_							_						
Approach		3	4	2	9		19		297	330	0	0	4	4		12		342
Depart	266	5	1	7	13		31		297	275	1	4	1	6		13		288
Total	544	8	5	9	22	3.9%	50	2.3	594	605	1	4	5	10	1.6%	25	2.5	630
All Legs	4 /=-		c-	0.0	465		0		0.010	0.511		0.0	, -	0.5		050		0.015
Approach		22	25	92	139		361		2,013	2,061	14	23	61	98		252		2,313
Depart	1,652	22	25	92	139	=	361		2,013	2,061	14	23	61	98	. =0.	252		2,313
Total	3,304	44	50	184	278	7.8%	722	2.6	4,026	4,122	28	46	122	196	4.5%	504	2.6	4,626

APPENDIX D

INTERSECTION ANALYSIS WORKSHEETS



Rialto Travel Center

Vistro File: K:\...\Updated_Rialto Travel Ctr AM.vistro

Scenario 1 EX AM 9/19/2021

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

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alder Ave at Casmalia St	Signalized	HCM 6th Edition	WB Left	0.277	46.2	D
2	Alder Ave at SR-210 WB Ramps	Signalized	HCM 6th Edition	NB Left	0.662	28.4	С
3	Alder Ave at SR-210 EB Ramps	Signalized	HCM 6th Edition	SB Left	0.662	26.9	С
4	Alder Ave at Renaissance Pkwy	Signalized	HCM 6th Edition	WB Left	0.455	27.9	С

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: Alder Ave at Casmalia St

Control Type:SignalizedDelay (sec / veh):46.2Analysis Method:HCM 6th EditionLevel Of Service:DAnalysis Period:15 minutesVolume to Capacity (v/c):0.277

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	е	Sierra	Lakes	Pkwy	Ca	St	
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	d	Westbound		
Lane Configuration	•	1 		+	ıllr	•	•	1 		לורר		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	2	0	0
Entry Pocket Length [ft]	115.0	100.0	100.0	210.0	100.0	100.0	180.0	100.0	100.0	100.0	100.0	100.0
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]		50.00			50.00		55.00			55.00		
Grade [%]		0.00			0.00			0.00		0		
Curb Present	No			No				No			No	
Crosswalk	Yes			Yes				Yes				

Volumes

Name	A	lder Av	<u> </u>	P	Alder Ave	e	Sierra	Lakes	Pkwy	Casmalia St		
Base Volume Input [veh/h]	79	75	175	8	69	8	13	70	49	261	120	12
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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]	79	75	175	8	69	8	13	70	49	261	120	12
Peak Hour Factor	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	25	23	54	2	21	2	4	22	15	81	37	4
Total Analysis Volume [veh/h]	98	93	218	10	86	10	16	87	61	325	149	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0				0		0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0				0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
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	Protec	Permi	Permi									
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	25	55	0	9	39	0	13	41	0	15	43	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	30	0	0	32	0	0	32	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	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	R	L	С	С	L	С	С
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	84	84	1	77	77	2	7	7	11	16	16
g / C, Green / Cycle	0.07	0.70	0.70	0.01	0.64	0.64	0.02	0.06	0.06	0.09	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.05	0.05	0.13	0.01	0.02	0.01	0.01	0.04	0.04	0.09	0.04	0.04
s, saturation flow rate [veh/h]	1810	1900	1615	1810	3618	1615	1810	1900	1654	3514	1900	1840
c, Capacity [veh/h]	124	1331	1132	22	2330	1040	32	118	103	322	259	251
d1, Uniform Delay [s]	55.03	5.65	6.21	58.90	7.79	7.65	58.44	54.94	55.17	54.50	46.78	46.79
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.56	0.10	0.38	14.66	0.03	0.02	12.01	5.61	8.35	25.51	0.70	0.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.07	0.19	0.46	0.04	0.01	0.51	0.64	0.70	1.01	0.32	0.32
d, Delay for Lane Group [s/veh]	65.59	5.75	6.59	73.57	7.82	7.67	70.45	60.55	63.52	80.01	47.48	47.53
Lane Group LOS	E	Α	Α	Е	Α	Α	E	E	Е	F	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.19	0.64	1.67	0.38	0.36	0.09	0.57	2.33	2.30	5.80	2.20	2.15
50th-Percentile Queue Length [ft/ln]	79.71	16.02	41.85	9.52	9.11	2.15	14.23	58.29	57.51	144.9	55.01	53.75
95th-Percentile Queue Length [veh/ln]	5.74	1.15	3.01	0.69	0.66	0.15	1.02	4.20	4.14	9.78	3.96	3.87
95th-Percentile Queue Length [ft/ln]	143.4	28.84	75.33	17.14	16.40	3.87	25.61	104.9	103.5	244.4	99.01	96.75

Movement, Approach, & Intersection Results

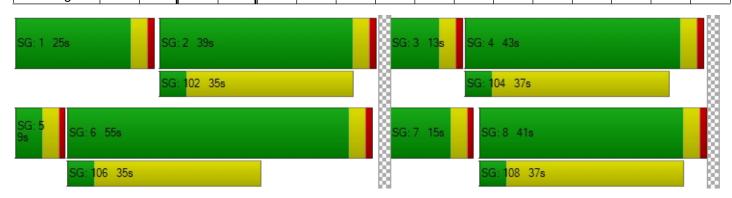
d_M, Delay for Movement [s/veh]	65.59	5.75	6.59	73.57	7.82	7.67	70.45	60.94	63.52	80.01	47.50	47.53
Movement LOS	E	Α	Α	Е	Α	Α	Е	Е	E	F	D	D
d_A, Approach Delay [s/veh]		20.54			14.01			62.82			69.11	
Approach LOS		С			В			Е			Е	
d_I, Intersection Delay [s/veh]						46	.22			•		
Intersection LOS						[)					
Intersection V/C	0.277											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.601	2.530	2.466	2.708
Crosswalk LOS	В	В	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	850	583	617	650
d_b, Bicycle Delay [s]	19.84	30.10	28.70	27.34
I_b,int, Bicycle LOS Score for Intersection	1.897	1.647	1.695	1.963
Bicycle LOS	A	A	A	A

Sequence

-			_		_											
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 2: Alder Ave at SR-210 WB Ramps

Control Type:SignalizedDelay (sec / veh):28.4Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.662

Intersection Setup

Name	Α	lder Av	е	A	Alder Av	е	SR-210	WB Or	n-Ramp	SR-210 WB Off-Rai			
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	ıd	Westbound			
Lane Configuration		пII			l H					44			
Turning Movement	Left	Left Thru Right I			Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00 12.00 12.00 12			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	1 0 0			0	0	0	0	0	1	0	0	
Entry Pocket Length [ft]	115.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	405.0	100.0	100.0	
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]		50.00	-		50.00			30.00					
Grade [%]	0.00				0.00			0.00					
Curb Present	No			No						No			
Crosswalk	No			No				Yes		Yes			

Volumes

Name	Alder Ave			Alder Ave			SR-210 WB On-Ramp			SR-210 WB Off-Ramp		
Base Volume Input [veh/h]	335	328	0	0	319	379	0	0	0	299	3	285
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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]	335	328	0	0	319	379	0	0	0	299	3	285
Peak Hour Factor	0.902	0.902	1.000	1.000	0.902	0.902	1.000	1.000	1.000	0.902	0.902	0.902
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	93	91	0	0	88	105	0	0	0	83	1	79
Total Analysis Volume [veh/h]	371	364	0	0	354	420	0	0	0	331	3	316
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0		0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0		0			0		0				
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0		0			
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	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
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	Protec	Permi										
Signal Group	1	6	0	0	2	0	0	0	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	5	0	0	5	0	0	0	0	5	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	32	53	0	0	21	0	0	0	0	37	37	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	3	0	0	0	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Version 2021 (SP 0-4)

Lane Group Calculations

Lane Group	L	С	С	С	L	С
C, Cycle Length [s]	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
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	21	61	37	37	21	21
g / C, Green / Cycle	0.23	0.68	0.41	0.41	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.21	0.10	0.19	0.26	0.18	0.20
s, saturation flow rate [veh/h]	1810	3618	1900	1615	1810	1617
c, Capacity [veh/h]	414	2464	776	659	416	372
d1, Uniform Delay [s]	33.69	5.09	19.37	21.30	32.66	33.24
k, delay calibration	0.17	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.42	0.13	1.93	4.66	3.50	6.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.15	0.46	0.64	0.80	0.86
d, Delay for Lane Group [s/veh]	44.12	5.21	21.30	25.96	36.16	39.30
Lane Group LOS	D	Α	С	С	D	D
Critical Lane Group	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	8.43	0.89	5.19	7.08	7.04	7.14
50th-Percentile Queue Length [ft/ln]	210.82	22.14	129.79	177.09	176.04	178.41
95th-Percentile Queue Length [veh/ln]	13.20	1.59	8.93	11.45	11.39	11.52
95th-Percentile Queue Length [ft/ln]	329.88	39.85	223.21	286.21	284.84	287.94



Version 2021 (SP 0-4)

Movement, Approach, & Intersection Results

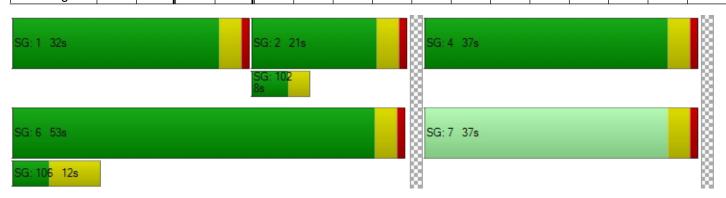
d_M, Delay for Movement [s/veh]	44.12	5.21	0.00	0.00	21.30	25.96	0.00	0.00	0.00	36.16	39.30	39.30	
Movement LOS	D	Α			С	С				D	D	D	
d_A, Approach Delay [s/veh]	24.85				23.83			0.00			37.70		
Approach LOS		С		С			А						
d_I, Intersection Delay [s/veh]						28.	35						
Intersection LOS	С												
Intersection V/C	0.662												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.199	2.153
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1089	378	0	733
d_b, Bicycle Delay [s]	9.34	29.61	45.00	18.05
I_b,int, Bicycle LOS Score for Intersection	2.166	2.198	4.132	2.632
Bicycle LOS	В	В	D	В

Sequence

•			_		_											
Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 3: Alder Ave at SR-210 EB Ramps

Control Type:SignalizedDelay (sec / veh):26.9Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.662

Intersection Setup

Name	Д	lder Av	е	A	Alder Ave	е	SR-210	EB Off	-Ramp	SR-210 EB On-Ran		
Approach	No	Northbound			outhbou	nd	Eastbound			Westbound		nd
Lane Configuration	II-			ااد				1 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	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	120.0	100.0	100.0	100.0	100.0	415.0	100.0	100.0	100.0
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]		50.00			50.00		30.00			30.00		
Grade [%]	0.00				0.00		0.00			0.00		
Curb Present		No			No			No				
Crosswalk		No			No			Yes			Yes	

Version 2021 (SP 0-4)

Volumes

Name	Alder Ave			P	Alder Av	е	SR-210 EB Off-Ramp			SR-210 EB On-Ramp		
Base Volume Input [veh/h]	0	418	296	258	366	0	250	1	461	0	0	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	418	296	258	366	0	250	1	461	0	0	0
Peak Hour Factor	1.000	0.972	0.972	0.972	0.972	1.000	0.972	0.972	0.972	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	108	76	66	94	0	64	0	119	0	0	0
Total Analysis Volume [veh/h]	0	430	305	265	377	0	257	1	474	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0				0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0				0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Permi	Permi	Permi	Protec	Permi							
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	12	0	22	34	0	0	56	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	7	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	С	С	L	С	С	R	
C, Cycle Length [s]	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	
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	34	34	15	53	29	29	
g / C, Green / Cycle	0.37	0.37	0.17	0.59	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.22	0.15	0.10	0.14	0.29	
s, saturation flow rate [veh/h]	1900	1657	1810	3618	1810	1615	
c, Capacity [veh/h]	709	619	303	2117	590	526	
d1, Uniform Delay [s]	21.91	22.71	36.54	8.64	23.85	28.95	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.69	4.16	7.85	0.18	0.51	5.92	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.52	0.59	0.87	0.18	0.44	0.90	
d, Delay for Lane Group [s/veh]	24.61	26.87	44.39	8.83	24.36	34.86	
Lane Group LOS	С	С	D	Α	С	С	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.93	6.31	5.95	1.44	4.29	10.24	
50th-Percentile Queue Length [ft/ln]	148.35	157.87	148.67	35.90	107.25	256.08	
95th-Percentile Queue Length [veh/ln]	9.93	10.44	9.95	2.58	7.69	15.49	
95th-Percentile Queue Length [ft/ln]	248.22	260.90	248.66	64.62	192.17	387.30	

Movement, Approach, & Intersection Results

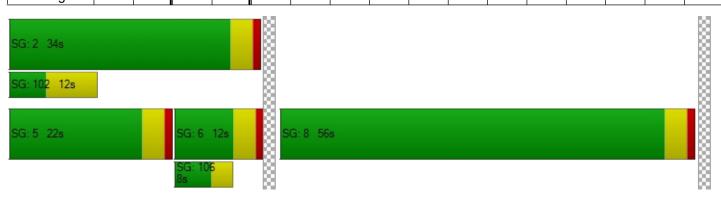
d_M, Delay for Movement [s/veh]	0.00	24.93	26.87	44.39	8.83	0.00	24.36	24.36	34.86	0.00	0.00	0.00
Movement LOS		С	С	D	Α		С	С	С			
d_A, Approach Delay [s/veh]	25.74			23.51			31.16					
Approach LOS		С		С				С				
d_I, Intersection Delay [s/veh]						26	.94					
Intersection LOS	С											
Intersection V/C	0.662											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.180	1.982
Crosswalk LOS	F	F	В	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	178	667	1156	0
d_b, Bicycle Delay [s]	37.36	20.00	8.02	45.00
I_b,int, Bicycle LOS Score for Intersection	2.166	2.089	2.767	4.132
Bicycle LOS	В	В	С	D

Sequence

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





Intersection Level Of Service Report Intersection 4: Alder Ave at Renaissance Pkwy

Control Type:SignalizedDelay (sec / veh):27.9Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.455

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	е	Renai	issance Pkwy		Renaissance P		Pkwy
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	d	W	estbour	nd
Lane Configuration	•	7 			h			1 		7 -		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	305.0	100.0	100.0	280.0	100.0	100.0	315.0	100.0	100.0	315.0	100.0	100.0
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]		50.00			50.00			50.00			50.00	
Grade [%]		0.00			0.00			0.00			0.00	
Curb Present		No			No		No					
Crosswalk	Yes			Yes			Yes					

Version 2021 (SP 0-4)

Volumes

Name	P	Alder Av	е	P	Alder Ave	Э	Renai	issance	Pkwy	Rena	issance	Pkwy
Base Volume Input [veh/h]	88	397	17	201	569	63	91	155	51	20	146	215
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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]	88	397	17	201	569	63	91	155	51	20	146	215
Peak Hour Factor	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	25	112	5	56	160	18	26	44	14	6	41	60
Total Analysis Volume [veh/h]	99	446	19	226	639	71	102	174	57	22	164	242
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h	l	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		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
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	Protec	Permi	Permi									
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	23	0	25	28	0	13	26	0	16	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	С	L	С	С	L	С	С
C, Cycle Length [s]	90	90	90	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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	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	38	38	13	45	45	6	20	20	2	16	16
g / C, Green / Cycle	0.07	0.43	0.43	0.15	0.50	0.50	0.07	0.22	0.22	0.02	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.05	0.12	0.12	0.12	0.19	0.19	0.06	0.06	0.06	0.01	0.09	0.15
s, saturation flow rate [veh/h]	1810	1900	1873	1810	1900	1834	1810	1900	1744	1810	1900	1615
c, Capacity [veh/h]	130	809	797	267	952	919	131	426	391	46	336	286
d1, Uniform Delay [s]	41.01	16.93	16.93	37.38	13.83	13.83	41.05	28.90	28.97	43.29	33.36	35.86
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.81	0.90	0.92	7.32	1.15	1.19	9.64	0.35	0.40	7.68	1.10	6.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.29	0.29	0.85	0.38	0.38	0.78	0.28	0.29	0.48	0.49	0.85
d, Delay for Lane Group [s/veh]	49.82	17.83	17.85	44.70	14.98	15.02	50.69	29.25	29.37	50.97	34.46	42.70
Lane Group LOS	D	В	В	D	В	В	D	С	С	D	С	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.35	3.02	2.98	5.07	4.16	4.03	2.45	2.01	1.92	0.56	3.12	5.32
50th-Percentile Queue Length [ft/ln]	58.82	75.39	74.61	126.7	104.0	100.7	61.19	50.26	48.05	13.90	77.90	133.0
95th-Percentile Queue Length [veh/ln]	4.24	5.43	5.37	8.76	7.49	7.25	4.41	3.62	3.46	1.00	5.61	9.11
95th-Percentile Queue Length [ft/ln]	105.8	135.7	134.2	219.0	187.3	181.3	110.1	90.46	86.49	25.02	140.2	227.6

Movement, Approach, & Intersection Results

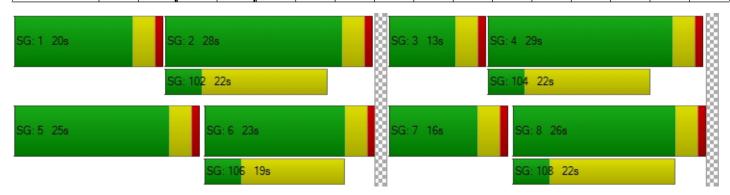
d_M, Delay for Movement [s/veh]	49.82	17.84	17.85	44.70	14.99	15.02	50.69	29.29	29.37	50.97	34.46	42.70		
Movement LOS	D	В	В	D	В	В	D	С	С	D	С	D		
d_A, Approach Delay [s/veh]		23.46			22.17			35.86			39.97			
Approach LOS		С			С			D			D			
d_I, Intersection Delay [s/veh]				•		27	.87			•				
Intersection LOS						()							
Intersection V/C	Intersection V/C					0.4	55							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.718	2.862	2.518	2.577
Crosswalk LOS	В	С	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	533	489	556
d_b, Bicycle Delay [s]	28.01	24.20	25.69	23.47
I_b,int, Bicycle LOS Score for Intersection	2.025	2.332	1.834	1.913
Bicycle LOS	В	В	A	A

Sequence

-			_		_											
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Rialto Travel Center

Vistro File: K:\...\Updated_Rialto Travel Ctr PM.vistro

Scenario 1 EX PM 9/19/2021

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

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alder Ave at Casmalia St	Signalized	HCM 6th Edition	EB Left	0.397	43.4	D
2	Alder Ave at SR-210 WB Ramps	Signalized	HCM 6th Edition	WB Left	0.726	29.7	С
3	Alder Ave at SR-210 EB Ramps	Signalized	HCM 6th Edition	SB Left	0.631	23.7	С
4	Alder Ave at Renaissance Pkwy	Signalized	HCM 6th Edition	EB Left	0.499	26.3	С

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: Alder Ave at Casmalia St

Control Type:SignalizedDelay (sec / veh):43.4Analysis Method:HCM 6th EditionLevel Of Service:DAnalysis Period:15 minutesVolume to Capacity (v/c):0.397

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	Э	Sierra	Lakes	Pkwy	Ca	St	
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	d	W	nd	
Lane Configuration	•	1 		+	ıllr	•	•	1 		٦	→	
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1 0 0			1	0	0	1	0	0	2	0	0
Entry Pocket Length [ft]	115.0 100.0 100.0			210.0	100.0	100.0	180.0	100.0	100.0	290.0	100.0	100.0
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]	50.00			50.00			55.00					
Grade [%]	0.00				0.00			0.00			0.00	
Curb Present		No			No			No			No	
Crosswalk		Yes		Yes				Yes				

Volumes

Name	Α	lder Av	Э	A	Alder Ave	Э	Sierra	a Lakes	Pkwy	Ca	asmalia	St
Base Volume Input [veh/h]	95	74	245	24	102	28	11	258	130	301	194	5
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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]	95	74	245	24	102	28	11	258	130	301	194	5
Peak Hour Factor	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	26	20	68	7	28	8	3	71	36	83	53	1
Total Analysis Volume [veh/h]	105	82	270	26	112	31	12	284	143	332	214	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0				0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0				0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0			0		0					
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]	0			0				0		1		

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
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	Protec	Permi	Permi									
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	24	54	0	9	39	0	9	41	0	16	48	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	30	0	0	32	0	0	32	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	R	L	С	С	L	С	С
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	72	72	3	66	66	2	17	17	12	27	27
g / C, Green / Cycle	0.07	0.60	0.60	0.02	0.55	0.55	0.01	0.14	0.14	0.10	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.06	0.04	0.17	0.01	0.03	0.02	0.01	0.12	0.12	0.09	0.06	0.06
s, saturation flow rate [veh/h]	1810	1900	1615	1810	3618	1615	1810	1900	1691	3514	1900	1882
c, Capacity [veh/h]	132	1139	968	44	1992	889	25	271	242	351	435	431
d1, Uniform Delay [s]	54.73	10.06	11.56	57.95	12.50	12.35	58.73	49.92	50.15	53.67	37.88	37.88
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.21	0.12	0.72	12.03	0.05	0.07	13.21	6.03	7.98	12.57	0.30	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	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.07	0.28	0.59	0.06	0.03	0.48	0.82	0.85	0.94	0.25	0.25
d, Delay for Lane Group [s/veh]	64.94	10.18	12.27	69.98	12.55	12.42	71.93	55.96	58.13	66.24	38.18	38.19
Lane Group LOS	Е	В	В	Е	В	В	Е	Е	Е	Е	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.40	0.86	3.29	0.90	0.66	0.37	0.44	6.64	6.25	5.38	2.58	2.56
50th-Percentile Queue Length [ft/ln]	84.93	21.42	82.19	22.62	16.50	9.27	11.03	165.9	156.3	134.4	64.49	64.00
95th-Percentile Queue Length [veh/ln]	6.12	1.54	5.92	1.63	1.19	0.67	0.79	10.86	10.36	9.18	4.64	4.61
95th-Percentile Queue Length [ft/ln]	152.8	38.56	147.9	40.72	29.71	16.69	19.85	271.6	258.9	229.4	116.0	115.2

Movement, Approach, & Intersection Results

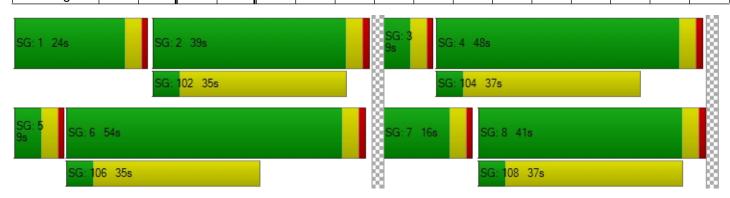
d_M, Delay for Movement [s/veh]	64.94	10.18	12.27	69.98	12.55	12.42	71.93	56.43	58.13	66.24	38.18	38.19
Movement LOS	Е	В	В	Е	В	В	Е	Е	Е	Е	D	D
d_A, Approach Delay [s/veh]		24.00			21.36			57.41			55.06	
Approach LOS		С			С			Е			Е	
d_I, Intersection Delay [s/veh]				•		43.	.40			•		
Intersection LOS)					
Intersection V/C						0.3	397					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.654	2.541	2.597	2.805
Crosswalk LOS	В	В	В	С
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	833	583	617	733
d_b, Bicycle Delay [s]	20.42	30.10	28.70	24.07
I_b,int, Bicycle LOS Score for Intersection	1.937	1.699	1.922	2.015
Bicycle LOS	A	A	Α	В

Sequence

•			_		_											
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 2: Alder Ave at SR-210 WB Ramps

Control Type:SignalizedDelay (sec / veh):29.7Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.726

Intersection Setup

Name	Α	lder Av	е	A	Alder Av	е	SR-210	WB Or	n-Ramp	SR-210	f-Ramp		
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	ıd	W	Westbound		
Lane Configuration		пII			l H						1 F		
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	1 0 0			0	0	0	0	0	1	0	0	
Entry Pocket Length [ft]	115.0 100.0 100.0			100.0	100.0	100.0	100.0	100.0	100.0	405.0	100.0	100.0	
No. of Lanes in Exit Pocket	0	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]	50.00			50.00			30.00						
Grade [%]	0.00			0.00			0.00		0.00				
Curb Present		No			No								
Crosswalk		No		No				Yes					

Volumes

Name	A	Alder Ave	е	A	Alder Av	е	SR-210) WB Or	n-Ramp	SR-210) WB Of	f-Ramp
Base Volume Input [veh/h]	408	431	0	0	369	426	0	0	0	319	2	201
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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]	408	431	0	0	369	426	0	0	0	319	2	201
Peak Hour Factor	0.917	0.917	1.000	1.000	0.917	0.917	1.000	1.000	1.000	0.917	0.917	0.917
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	111	118	0	0	101	116	0	0	0	87	1	55
Total Analysis Volume [veh/h]	445	470	0	0	402	465	0	0	0	348	2	219
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
	0			0				0				
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]						0						
v_co, Outbound Pedestrian Volume crossing minor street [ped/h] v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	
= '					0			0			0	

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi										
Signal Group	1	6	0	0	2	0	0	0	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	5	0	0	5	0	0	0	0	5	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	37	66	0	0	29	0	0	0	0	24	24	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	3	0	0	0	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	С	С	С	L	С
C, Cycle Length [s]	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
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	24	63	35	35	19	19
g / C, Green / Cycle	0.27	0.70	0.38	0.38	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.25	0.13	0.21	0.29	0.19	0.14
s, saturation flow rate [veh/h]	1810	3618	1900	1615	1810	1617
c, Capacity [veh/h]	490	2527	728	619	385	344
d1, Uniform Delay [s]	31.73	4.70	21.71	24.04	34.54	32.31
k, delay calibration	0.21	0.50	0.50	0.50	0.14	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.92	0.16	3.00	8.19	10.06	2.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.19	0.55	0.75	0.90	0.64
d, Delay for Lane Group [s/veh]	43.65	4.86	24.72	32.23	44.60	34.32
Lane Group LOS	D	Α	С	С	D	С
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	10.15	1.07	6.52	8.98	8.32	4.49
50th-Percentile Queue Length [ft/ln]	253.87	26.69	163.06	224.59	207.89	112.34
95th-Percentile Queue Length [veh/ln]	15.38	1.92	10.71	13.90	13.04	7.97
95th-Percentile Queue Length [ft/ln]	384.53	48.04	267.77	347.48	326.12	199.25



Version 2021 (SP 0-4)

Movement, Approach, & Intersection Results

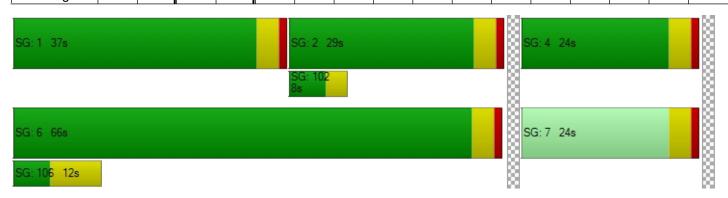
d_M, Delay for Movement [s/veh]	43.65	4.86	0.00	0.00	24.72	32.23	0.00	0.00	0.00	44.60	34.32	34.32	
Movement LOS	D	Α			С	С				D	С	С	
d_A, Approach Delay [s/veh]		23.73		28.75				0.00					
Approach LOS		С			С			А			D		
d_I, Intersection Delay [s/veh]						29.	66						
Intersection LOS	С												
Intersection V/C	0.726												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.314	2.127
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1378	556	0	444
d_b, Bicycle Delay [s]	4.36	23.47	45.00	27.22
I_b,int, Bicycle LOS Score for Intersection	2.314	2.275	4.132	2.498
Bicycle LOS	В	В	D	В

Sequence

-			_		_											
Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 3: Alder Ave at SR-210 EB Ramps

Control Type:SignalizedDelay (sec / veh):23.7Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.631

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	е	SR-210	EB Off	-Ramp	SR-210) EB On	-Ramp
Approach	No	orthbour	nd	Southbound			Е	astboun	ıd	Westbound		
Lane Configuration		1H		пΠ				1 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	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	120.0	100.0	100.0	100.0	100.0	415.0	100.0	100.0	100.0
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]		50.00	-		50.00			30.00		30.00		
Grade [%]	0.00				0.00			0.00		0.00		
Curb Present	No			No				No				
Crosswalk	No			No			Yes			Yes		

Volumes

Base Volume Input [veh/h] 0 530 403				011-210	ER OI	r-Ramp	SR-210 EB On-Ramp			
	138	458	0	186	4	423	0	0	0	
Base Volume Adjustment Factor 1.000 1.000 1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Heavy Vehicles Percentage [%] 2.00 0.00 0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00	
Growth Factor 1.000 1.000 1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
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	
Total Hourly Volume [veh/h] 0 530 403	138	458	0	186	4	423	0	0	0	
Peak Hour Factor 1.000 0.983 0.983	0.983	0.983	1.000	0.983	0.983	0.983	1.000	1.000	1.000	
Other Adjustment Factor 1.000 1.000 1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Total 15-Minute Volume [veh/h] 0 135 102	35	116	0	47	1	108	0	0	0	
Total Analysis Volume [veh/h] 0 539 410	140	466	0	189	4	430	0	0	0	
Presence of On-Street Parking No No	No		No	No		No				
On-Street Parking Maneuver Rate [/h] 0 0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h] 0 0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h] 0		0		0			0			
	0			0				0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] 0		0			0					
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] 0 v_ab, Corner Pedestrian Volume [ped/h] 0		0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Permi	Permi	Permi	Protec	Permi							
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	35	0	13	48	0	0	42	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	7	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Version 2021 (SP 0-4)

Lane Group Calculations

Lane Group	С	С	L	С	С	R	
C, Cycle Length [s]	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	
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	43	43	9	55	27	27	
g / C, Green / Cycle	0.48	0.48	0.10	0.62	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.25	0.29	0.08	0.13	0.11	0.27	
s, saturation flow rate [veh/h]	1900	1649	1810	3618	1811	1615	
c, Capacity [veh/h]	902	783	173	2224	537	478	
d1, Uniform Delay [s]	16.53	17.42	39.91	7.66	24.94	30.37	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.19	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.19	3.47	8.76	0.21	0.41	10.14	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.53	0.61	0.81	0.21	0.36	0.90	
d, Delay for Lane Group [s/veh]	18.72	20.88	48.67	7.88	25.35	40.51	
Lane Group LOS	В	С	D	Α	С	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.43	6.95	3.28	1.62	3.24	9.98	
50th-Percentile Queue Length [ft/ln]	160.85	173.85	81.92	40.52	81.08	249.53	
95th-Percentile Queue Length [veh/ln]	10.59	11.28	5.90	2.92	5.84	15.16	
95th-Percentile Queue Length [ft/ln]	264.85	281.97	147.45	72.93	145.94	379.06	

Version 2021 (SP 0-4)

Movement, Approach, & Intersection Results

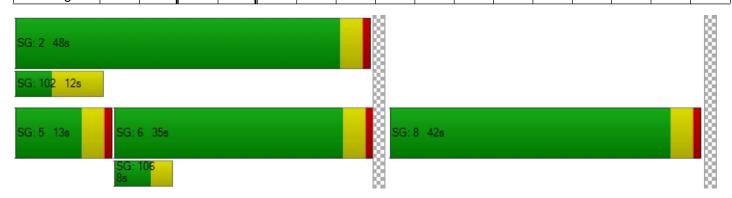
d_M, Delay for Movement [s/veh]	0.00	18.98	20.88	48.67	7.88	0.00	25.35	25.35	40.51	0.00	0.00	0.00
Movement LOS		В	С	D	Α		С	С	D			
d_A, Approach Delay [s/veh]		19.80			17.30		35.81					
Approach LOS		В			В			D			А	
d_I, Intersection Delay [s/veh]				•		23	.69					
Intersection LOS	С											
Intersection V/C	0.631											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.144	1.965
Crosswalk LOS	F	F	В	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	978	844	0
d_b, Bicycle Delay [s]	19.34	11.76	15.02	45.00
I_b,int, Bicycle LOS Score for Intersection	2.343	2.060	2.588	4.132
Bicycle LOS	В	В	В	D

Sequence

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





Intersection Level Of Service Report Intersection 4: Alder Ave at Renaissance Pkwy

Control Type:SignalizedDelay (sec / veh):26.3Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.499

Intersection Setup

Name	Α	Alder Av	е	A	Alder Av	е	Renai	ssance	Pkwy	Rena	issance	Pkwy
Approach	No	Northbound			outhbou	nd	Eastbound			Westbound		
Lane Configuration	•	٦I٢			ヿ			1 		٦١٢		
Turning Movement	Left Thru Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	305.0	100.0	100.0	280.0	100.0	100.0	315.0	100.0	100.0	315.0	100.0	100.0
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]		50.00			50.00			50.00		50.00		
Grade [%]	0.00				0.00			0.00		0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes				Yes			Yes		Yes		

Volumes

Name	Α	lder Av	Э	Α	lder Av	е	Renai	ssance	Pkwy	Renaissance Pkwy		
Base Volume Input [veh/h]	35	638	39	225	546	121	95	206	41	50	132	185
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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]	35	638	39	225	546	121	95	206	41	50	132	185
Peak Hour Factor	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	9	169	10	60	144	32	25	54	11	13	35	49
Total Analysis Volume [veh/h]	37	675	41	238	578	128	101	218	43	53	140	196
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0				0		0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0				0		0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi	Permi									
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	23	0	31	45	0	10	26	0	10	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	С	L	С	С	L	С	С
C, Cycle Length [s]	90	90	90	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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	41	41	14	52	52	6	16	16	4	13	13
g / C, Green / Cycle	0.03	0.45	0.45	0.15	0.58	0.58	0.07	0.17	0.17	0.04	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.02	0.19	0.19	0.13	0.19	0.19	0.06	0.07	0.07	0.03	0.07	0.12
s, saturation flow rate [veh/h]	1810	1900	1862	1810	1900	1782	1810	1900	1794	1810	1900	1615
c, Capacity [veh/h]	61	861	844	281	1092	1024	121	328	310	75	280	238
d1, Uniform Delay [s]	42.88	16.63	16.63	36.96	10.08	10.08	41.52	33.12	33.18	42.62	35.34	37.26
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.19	1.51	1.54	6.92	0.82	0.88	13.93	0.80	0.88	11.77	1.39	7.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	0.42	0.42	0.85	0.33	0.33	0.84	0.40	0.41	0.71	0.50	0.82
d, Delay for Lane Group [s/veh]	52.07	18.13	18.17	43.88	10.90	10.95	55.45	33.93	34.06	54.39	36.73	44.33
Lane Group LOS	D	В	В	D	В	В	Е	С	С	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.93	4.76	4.68	5.29	3.33	3.14	2.56	2.49	2.41	1.35	2.76	4.38
50th-Percentile Queue Length [ft/ln]	23.14	119.0	116.9	132.2	83.19	78.43	63.93	62.14	60.23	33.64	68.96	109.4
95th-Percentile Queue Length [veh/ln]	1.67	8.34	8.23	9.06	5.99	5.65	4.60	4.47	4.34	2.42	4.97	7.81
95th-Percentile Queue Length [ft/ln]	41.66	208.4	205.6	226.5	149.7	141.1	115.0	111.8	108.4	60.56	124.1	195.2

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.07	18.15	18.17	43.88	10.92	10.95	55.45	33.98	34.06	54.39	36.73	44.33
Movement LOS	D	В	В	D	В	В	Е	С	С	D	D	D
d_A, Approach Delay [s/veh]		19.82			19.23			39.98				
Approach LOS		В			В			D			D	
d_I, Intersection Delay [s/veh]	26.25											
Intersection LOS	С											
Intersection V/C	0.499											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.765	2.924	2.518	2.589
Crosswalk LOS	С	С	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	911	489	489
d_b, Bicycle Delay [s]	28.01	13.34	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	2.181	2.338	1.858	1.881
Bicycle LOS	В	В	A	Α

Sequence

-			_		_											
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-		-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-
Ring 4	-	-	-	-	-	_	-	-	-	-	-	-	-	-	-	-





Rialto Travel Center

Vistro File: K:\...\Updated_Rialto Travel Ctr AM.vistro

Scenario 3 OY 2022 AM 9/19/2021

Report File: K:\...\3 OY 2022 AM.pdf

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alder Ave at Casmalia St	Signalized	HCM 6th Edition	WB Left	0.282	47.6	D
2	Alder Ave at SR-210 WB Ramps	Signalized	HCM 6th Edition	NB Left	0.677	29.6	С
3	Alder Ave at SR-210 EB Ramps	Signalized	HCM 6th Edition	SB Left	0.675	27.3	С
4	Alder Ave at Renaissance Pkwy	Signalized	HCM 6th Edition	WB Left	0.463	28.0	С

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: Alder Ave at Casmalia St

Control Type:SignalizedDelay (sec / veh):47.6Analysis Method:HCM 6th EditionLevel Of Service:DAnalysis Period:15 minutesVolume to Capacity (v/c):0.282

Intersection Setup

Name	Α	lder Av	е	Α	Alder Av	е	Sierra	Lakes	Pkwy	Ca	asmalia	St	
Approach	No	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	•	٦IԻ			711			1 		לורר			
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	1 0 0		1	0	0	1	0	0	2	0	0	
Entry Pocket Length [ft]	115.0	100.0	100.0	210.0	100.0	100.0	180.0	100.0	100.0	100.0	100.0	100.0	
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]	50.00			50.00			55.00			55.00			
Grade [%]	0.00				0.00		0.00						
Curb Present	No			No			No						
Crosswalk	Yes			Yes				Yes					

Volumes

Name	Alder Ave			A	Alder Av	e	Sierra	Lakes	Pkwy	Ca	St	
Base Volume Input [veh/h]	79	75	175	8	69	8	13	70	49	261	120	12
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
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]	81	77	179	8	70	8	13	71	50	266	122	12
Peak Hour Factor	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	25	24	56	2	22	2	4	22	16	83	38	4
Total Analysis Volume [veh/h]	101	96	223	10	87	10	16	88	62	331	152	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0				0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]] 0				0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	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]	120
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	Protec	Permi	Permi									
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	25	55	0	9	39	0	13	41	0	15	43	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	30	0	0	32	0	0	32	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	R	L	С	С	L	С	С
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	84	84	1	77	77	2	8	8	11	16	16
g / C, Green / Cycle	0.07	0.70	0.70	0.01	0.64	0.64	0.02	0.06	0.06	0.09	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.06	0.05	0.14	0.01	0.02	0.01	0.01	0.04	0.04	0.09	0.04	0.04
s, saturation flow rate [veh/h]	1810	1900	1615	1810	3618	1615	1810	1900	1653	3514	1900	1841
c, Capacity [veh/h]	127	1330	1131	22	2321	1036	32	120	104	322	261	253
d1, Uniform Delay [s]	54.91	5.68	6.26	58.90	7.90	7.76	58.44	54.90	55.12	54.50	46.74	46.76
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.46	0.11	0.39	14.66	0.03	0.02	12.01	5.61	8.36	30.63	0.71	0.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.07	0.20	0.46	0.04	0.01	0.51	0.64	0.70	1.03	0.32	0.33
d, Delay for Lane Group [s/veh]	65.36	5.79	6.65	73.57	7.93	7.77	70.45	60.51	63.48	85.13	47.46	47.51
Lane Group LOS	Е	Α	Α	Е	Α	Α	Е	Е	Е	F	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.28	0.66	1.72	0.38	0.37	0.09	0.57	2.36	2.33	6.03	2.24	2.19
50th-Percentile Queue Length [ft/ln]	81.99	16.62	43.11	9.52	9.31	2.17	14.23	59.07	58.24	150.6	56.01	54.74
95th-Percentile Queue Length [veh/ln]	5.90	1.20	3.10	0.69	0.67	0.16	1.02	4.25	4.19	10.15	4.03	3.94
95th-Percentile Queue Length [ft/ln]	147.5	29.92	77.60	17.14	16.76	3.90	25.61	106.3	104.8	253.7	100.8	98.53

Movement, Approach, & Intersection Results

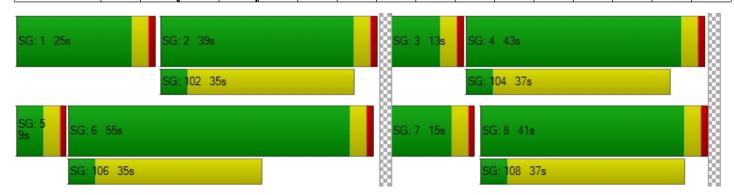
d_M, Delay for Movement [s/veh]	65.36	5.79	6.65	73.57	7.93	7.77	70.45	60.89	63.48	85.13	47.48	47.51	
Movement LOS	Е	Α	Α	Е	Α	Α	Е	Е	Е	F	D	D	
d_A, Approach Delay [s/veh]		20.57			14.05			62.78			72.50		
Approach LOS		С			В			Е			E		
d_I, Intersection Delay [s/veh]						47	.58						
Intersection LOS						[)						
Intersection V/C	0.282												

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.608	2.531	2.468	2.712
Crosswalk LOS	В	В	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	850	583	617	650
d_b, Bicycle Delay [s]	19.84	30.10	28.70	27.34
I_b,int, Bicycle LOS Score for Intersection	1.906	1.648	1.697	1.970
Bicycle LOS	A	A	A	A

Sequence

	-			_		_											
	Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
	Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
	Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ī	Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 2: Alder Ave at SR-210 WB Ramps

Control Type:SignalizedDelay (sec / veh):29.6Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.677

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	е	SR-210	WB Or	n-Ramp	SR-210 WB Off-Ran		
Approach	No	orthbou	nd	Sc	outhbou	nd	Eastbound			Westbound		
Lane Configuration		Total There Dischard			IF					- 1		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	115.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	405.0	100.0	100.0
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]		50.00			50.00			30.00			30.00	
Grade [%]	0.00				0.00		0.00				0.00	
Curb Present	No			No						No		
Crosswalk		No		No			Yes			Yes		

Version 2021 (SP 0-4)

Volumes

Name	P	lder Av	e	P	Alder Av	e	SR-210) WB Or	n-Ramp	SR-210 WB Off-Ramp		
Base Volume Input [veh/h]	335	328	0	0	319	379	0	0	0	299	3	285
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Growth Factor	1.020	1.020	1.000	1.000	1.020	1.020	1.000	1.000	1.000	1.020	1.020	1.020
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]	342	335	0	0	325	387	0	0	0	305	3	291
Peak Hour Factor	0.902	0.902	1.000	1.000	0.902	0.902	1.000	1.000	1.000	0.902	0.902	0.902
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	95	93	0	0	90	107	0	0	0	85	1	81
Total Analysis Volume [veh/h]	379	371	0	0	360	429	0	0	0	338	3	323
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0				0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0					
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0				0	
Bicycle Volume [bicycles/h]		0		0				0		0		

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi										
Signal Group	1	6	0	0	2	0	0	0	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	5	0	0	5	0	0	0	0	5	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	25	60	0	0	35	0	0	0	0	30	30	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	3	0	0	0	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Version 2021 (SP 0-4)

Lane Group Calculations

Lane Group	L	С	С	С	L	С
C, Cycle Length [s]	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
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	61	37	37	21	21
g / C, Green / Cycle	0.23	0.68	0.41	0.41	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.21	0.10	0.19	0.27	0.19	0.20
s, saturation flow rate [veh/h]	1810	3618	1900	1615	1810	1617
c, Capacity [veh/h]	412	2461	776	659	417	373
d1, Uniform Delay [s]	33.95	5.12	19.44	21.46	32.75	33.36
k, delay calibration	0.18	0.50	0.50	0.50	0.13	0.16
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.07	0.13	1.99	4.93	4.46	9.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.15	0.46	0.65	0.81	0.87
d, Delay for Lane Group [s/veh]	47.01	5.25	21.44	26.39	37.21	42.58
Lane Group LOS	D	Α	С	С	D	D
Critical Lane Group	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	8.93	0.91	5.31	7.32	7.32	7.64
50th-Percentile Queue Length [ft/ln]	223.35	22.69	132.66	182.93	183.01	190.97
95th-Percentile Queue Length [veh/ln]	13.84	1.63	9.08	11.75	11.76	12.17
95th-Percentile Queue Length [ft/ln]	345.90	40.85	227.10	293.84	293.94	304.29

Movement, Approach, & Intersection Results

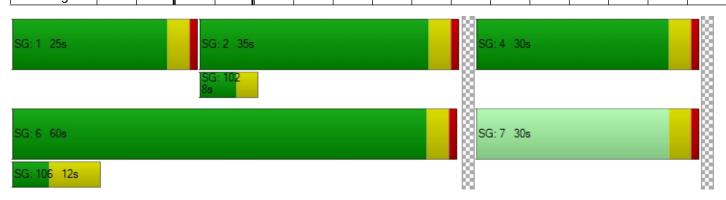
d_M, Delay for Movement [s/veh]	47.01	5.25	0.00	0.00	21.44	26.39	0.00	0.00	0.00	37.21	42.58	42.58
Movement LOS	D	Α			С	С				D	D	D
d_A, Approach Delay [s/veh]	26.35				24.13		0.00					
Approach LOS	С				С			Α				
d_I, Intersection Delay [s/veh]				•		29.	.62					
Intersection LOS	С											
Intersection V/C	0.677											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.216	2.158
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1244	689	0	578
d_b, Bicycle Delay [s]	6.42	19.34	45.00	22.76
I_b,int, Bicycle LOS Score for Intersection	2.178	2.211	4.132	2.655
Bicycle LOS	В	В	D	В

Sequence

-			_		_											
Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 3: Alder Ave at SR-210 EB Ramps

Control Type:SignalizedDelay (sec / veh):27.3Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.675

Intersection Setup

Name	Д	lder Av	е	A	Alder Ave	е	SR-210	EB Off	-Ramp	SR-210	EB On	-Ramp
Approach	No	Northbound			outhbou	nd	Е	astboun	ıd	VV	estbour	nd
Lane Configuration	IF				пП			1 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	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	120.0	100.0	100.0	100.0	100.0	415.0	100.0	100.0	100.0
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]		50.00			50.00			30.00			30.00	
Grade [%]	0.00				0.00			0.00			0.00	
Curb Present	No				No			No				
Crosswalk	No				No			Yes			Yes	

Volumes

Name	A	Alder Av	e	P	Alder Av	e	SR-210	EB Of	f-Ramp	SR-210	0 EB Or	ı-Ramp
Base Volume Input [veh/h]	0	418	296	258	366	0	250	1	461	0	0	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00
Growth Factor	1.000	1.020	1.020	1.020	1.020	1.000	1.020	1.020	1.020	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	426	302	263	373	0	255	1	470	0	0	0
Peak Hour Factor	1.000	0.972	0.972	0.972	0.972	1.000	0.972	0.972	0.972	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	110	78	68	96	0	66	0	121	0	0	0
Total Analysis Volume [veh/h]	0	438	311	271	384	0	262	1	484	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0	
Bicycle Volume [bicycles/h]	0				0			0			0	

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Permi	Permi	Permi	Protec	Permi							
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	12	0	22	34	0	0	56	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	7	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	С	С	L	С	С	R	
C, Cycle Length [s]	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	
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	33	33	15	52	30	30	
g / C, Green / Cycle	0.36	0.36	0.17	0.58	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.23	0.15	0.11	0.15	0.30	
s, saturation flow rate [veh/h]	1900	1657	1810	3618	1810	1615	
c, Capacity [veh/h]	692	603	309	2095	601	536	
d1, Uniform Delay [s]	22.67	23.52	36.41	8.92	23.49	28.66	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.03	4.75	7.92	0.19	0.50	5.91	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.54	0.62	0.88	0.18	0.44	0.90	
d, Delay for Lane Group [s/veh]	25.70	28.27	44.33	9.12	23.99	34.58	
Lane Group LOS	С	С	D	Α	С	С	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.22	6.65	6.08	1.50	4.34	10.43	
50th-Percentile Queue Length [ft/ln]	155.57	166.20	152.02	37.51	108.43	260.83	
95th-Percentile Queue Length [veh/ln]	10.31	10.88	10.12	2.70	7.75	15.73	
95th-Percentile Queue Length [ft/ln]	257.85	271.92	253.12	67.51	193.81	393.26	

Movement, Approach, & Intersection Results

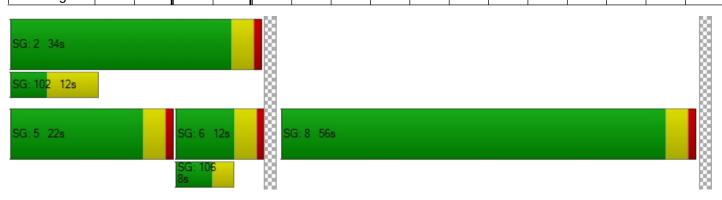
d_M, Delay for Movement [s/veh]	0.00	26.08	28.27	44.33	9.12	0.00	23.99	23.99	34.58	0.00	0.00	0.00
Movement LOS		С	С	D	Α		С	С	С			
d_A, Approach Delay [s/veh]	26.99				23.68			30.85				
Approach LOS	С				С			С				
d_I, Intersection Delay [s/veh]				•		27	.32					
Intersection LOS	С											
Intersection V/C	0.675											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.184	1.993
Crosswalk LOS	F	F	В	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	178	667	1156	0
d_b, Bicycle Delay [s]	37.36	20.00	8.02	45.00
I_b,int, Bicycle LOS Score for Intersection	2.178	2.100	2.792	4.132
Bicycle LOS	В	В	С	D

Sequence

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





Intersection Level Of Service Report Intersection 4: Alder Ave at Renaissance Pkwy

Control Type:SignalizedDelay (sec / veh):28.0Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.463

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	е	Renai	ssance	Pkwy	Rena	Pkwy		
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	ıd	W	Westbound		
Lane Configuration	•	1 		ᆌ			•	<u> 11</u>		طاه			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0	
Entry Pocket Length [ft]	305.0	100.0	100.0	280.0	100.0	100.0	315.0	100.0	100.0	315.0	100.0	100.0	
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.			
Speed [mph]		50.00			50.00			50.00			50.00		
Grade [%]		0.00			0.00			0.00			0.00		
Curb Present		No		No			No			No			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Α	lder Ave	e	Δ	Alder Ave	e	Renai	ssance	Pkwy	Rena	issance	Pkwy
Base Volume Input [veh/h]	88	397	17	201	569	63	91	155	51	20	146	215
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
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	405	17	205	580	64	93	158	52	20	149	219
Peak Hour Factor	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	25	114	5	58	163	18	26	44	15	6	42	62
Total Analysis Volume [veh/h]	101	455	19	230	652	72	104	178	58	22	167	246
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		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
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	Protec	Permi	Permi									
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	23	0	25	28	0	13	26	0	16	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	С	L	С	С	L	С	С
C, Cycle Length [s]	90	90	90	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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	38	38	13	45	45	7	21	21	2	16	16
g / C, Green / Cycle	0.07	0.42	0.42	0.15	0.50	0.50	0.07	0.23	0.23	0.02	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.06	0.13	0.13	0.13	0.19	0.19	0.06	0.06	0.07	0.01	0.09	0.15
s, saturation flow rate [veh/h]	1810	1900	1873	1810	1900	1834	1810	1900	1745	1810	1900	1615
c, Capacity [veh/h]	132	797	786	271	943	910	133	433	397	46	341	290
d1, Uniform Delay [s]	40.94	17.33	17.33	37.28	14.17	14.17	40.98	28.67	28.74	43.29	33.22	35.75
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.73	0.96	0.98	7.33	1.22	1.26	9.56	0.35	0.40	7.68	1.09	6.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.30	0.30	0.85	0.39	0.39	0.78	0.28	0.29	0.48	0.49	0.85
d, Delay for Lane Group [s/veh]	49.67	18.29	18.31	44.61	15.39	15.43	50.55	29.01	29.13	50.97	34.31	42.60
Lane Group LOS	D	В	В	D	В	В	D	С	С	D	С	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.40	3.13	3.10	5.16	4.33	4.19	2.49	2.04	1.95	0.56	3.17	5.41
50th-Percentile Queue Length [ft/ln]	59.89	78.21	77.39	128.8	108.2	104.7	62.27	51.12	48.84	13.90	79.15	135.1
95th-Percentile Queue Length [veh/ln]	4.31	5.63	5.57	8.88	7.74	7.54	4.48	3.68	3.52	1.00	5.70	9.22
95th-Percentile Queue Length [ft/ln]	107.8	140.7	139.3	221.9	193.5	188.6	112.0	92.01	87.91	25.02	142.4	230.4

Movement, Approach, & Intersection Results

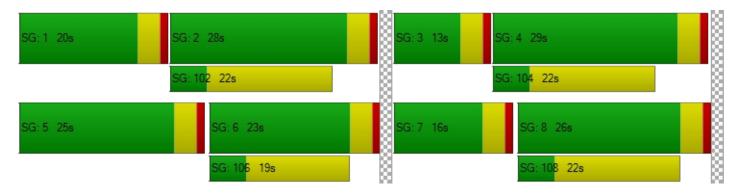
d_M, Delay for Movement [s/veh]	49.67	18.30	18.31	44.61	15.41	15.43	50.55	29.05	29.13	50.97	34.31	42.60
Movement LOS	D	В	В	D	В	В	D	С	С	D	С	D
d_A, Approach Delay [s/veh]		23.81			22.45			35.64			39.84	
Approach LOS		С			С			D			D	
d_I, Intersection Delay [s/veh]						28	.02					
Intersection LOS						(
Intersection V/C						0.4	63					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.726	2.873	2.522	2.582
Crosswalk LOS	В	С	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	533	489	556
d_b, Bicycle Delay [s]	28.01	24.20	25.69	23.47
I_b,int, Bicycle LOS Score for Intersection	2.034	2.347	1.840	1.918
Bicycle LOS	В	В	A	A

Sequence

	•			_		_											
I	Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
	Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ī	Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ī	Ring 4	-	-	-	-	_	-	-	-	-	-	-	-	-	-	-	-





Rialto Travel Center

Vistro File: K:\...\Updated_Rialto Travel Ctr PM.vistro

Scenario 3 OY 2022 PM

Report File: K:\...\3 OY 2022 PM.pdf

9/19/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alder Ave at Casmalia St	Signalized	HCM 6th Edition	EB Left	0.405	43.9	D
2	Alder Ave at SR-210 WB Ramps	Signalized	HCM 6th Edition	NB Left	0.740	31.1	С
3	Alder Ave at SR-210 EB Ramps	Signalized	HCM 6th Edition	SB Left	0.644	24.1	С
4	Alder Ave at Renaissance Pkwy	Signalized	HCM 6th Edition	EB Left	0.509	26.5	С

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: Alder Ave at Casmalia St

Control Type:SignalizedDelay (sec / veh):43.9Analysis Method:HCM 6th EditionLevel Of Service:DAnalysis Period:15 minutesVolume to Capacity (v/c):0.405

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	Э	Sierra	Lakes	Pkwy	Ca	St		
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	d	W	Westbound		
Lane Configuration	•	1 		+	ıllr	•	•	1 		٦	→		
Turning Movement	Left	Left Thru Right			Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00 12.00 12.00 1			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	1 0 0			0	0	1	0	0	2	0	0	
Entry Pocket Length [ft]	115.0	100.0	100.0	210.0	100.0	100.0	180.0	100.0	100.0	290.0	100.0	100.0	
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]		50.00			50.00			55.00		55.00			
Grade [%]	0.00				0.00			0.00					
Curb Present	No			No				No			No		
Crosswalk	Yes			Yes				Yes					

Volumes

Name	P	Alder Av	е	Α	Alder Ave	е	Sierra	Lakes	Pkwy	Ca	asmalia	St
Base Volume Input [veh/h]	95	74	245	24	102	28	11	258	130	301	194	5
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
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]	97	75	250	24	104	29	11	263	133	307	198	5
Peak Hour Factor	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	27	21	69	7	29	8	3	72	37	85	55	1
Total Analysis Volume [veh/h]	107	83	276	26	115	32	12	290	147	338	218	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h		0			0			0		0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0		0			0					
v_ab, Corner Pedestrian Volume [ped/h]		0		0			0		0		0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
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	Protec	Permi	Permi									
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	24	54	0	9	39	0	9	41	0	16	48	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	30	0	0	32	0	0	32	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	R	L	С	С	L	С	С
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	72	72	3	66	66	2	17	17	12	28	28
g / C, Green / Cycle	0.07	0.60	0.60	0.02	0.55	0.55	0.01	0.15	0.15	0.10	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.06	0.04	0.17	0.01	0.03	0.02	0.01	0.12	0.12	0.10	0.06	0.06
s, saturation flow rate [veh/h]	1810	1900	1615	1810	3618	1615	1810	1900	1690	3514	1900	1882
c, Capacity [veh/h]	134	1134	964	44	1978	883	25	277	246	351	440	436
d1, Uniform Delay [s]	54.65	10.21	11.77	57.95	12.74	12.58	58.73	49.75	49.97	53.77	37.64	37.64
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.16	0.13	0.75	12.03	0.06	0.08	13.21	6.04	7.97	14.92	0.30	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	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.07	0.29	0.59	0.06	0.04	0.48	0.82	0.85	0.96	0.26	0.26
d, Delay for Lane Group [s/veh]	64.81	10.33	12.52	69.98	12.79	12.66	71.93	55.79	57.94	68.70	37.94	37.95
Lane Group LOS	Е	В	В	Е	В	В	Е	E	Е	Е	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.46	0.88	3.41	0.90	0.69	0.39	0.44	6.79	6.39	5.59	2.62	2.60
50th-Percentile Queue Length [ft/ln]	86.46	21.91	85.25	22.62	17.17	9.69	11.03	169.8	159.7	139.6	65.43	64.94
95th-Percentile Queue Length [veh/ln]	6.23	1.58	6.14	1.63	1.24	0.70	0.79	11.07	10.53	9.46	4.71	4.68
95th-Percentile Queue Length [ft/ln]	155.6	39.44	153.4	40.72	30.90	17.45	19.85	276.7	263.3	236.5	117.7	116.8

Movement, Approach, & Intersection Results

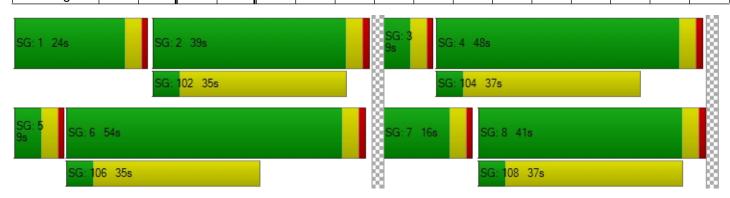
d_M, Delay for Movement [s/veh]	64.81	10.33	12.52	69.98	12.79	12.66	71.93	56.25	57.94	68.70	37.94	37.95
Movement LOS	Е	В	В	Е	В	В	Е	Е	Е	Е	D	D
d_A, Approach Delay [s/veh]		24.14			21.36			57.22			56.44	
Approach LOS		С			С			Е			Е	
d_I, Intersection Delay [s/veh]				•		43	.85					
Intersection LOS						[)					
Intersection V/C						0.4	105					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.662	2.542	2.603	2.812
Crosswalk LOS	В	В	В	С
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	833	583	617	733
d_b, Bicycle Delay [s]	20.42	30.10	28.70	24.07
I_b,int, Bicycle LOS Score for Intersection	1.944	1.702	1.930	2.023
Bicycle LOS	A	A	A	В

Sequence

•			_		_											
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 2: Alder Ave at SR-210 WB Ramps

Control Type:SignalizedDelay (sec / veh):31.1Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.740

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	Э	SR-210	WB Or	n-Ramp	SR-210	f-Ramp	
Approach	No	orthbou	nd	Sc	outhbou	nd	Е	astboun	d	W	nd	
Lane Configuration		пII			l H						٦Þ	
Turning Movement	Left	Left Thru Right			Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00 12.00 12.00 1			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	1 0 0			0 0 0		0	0	0	1	0	0
Entry Pocket Length [ft]	115.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	405.0	100.0	100.0
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]		50.00			50.00			30.00	-		30.00	
Grade [%]	0.00				0.00			0.00		0.00		
Curb Present	No			No							No	
Crosswalk	No			No				Yes				

Volumes

Name	P	Alder Av	e	P	Alder Av	e	SR-210	WB Or	n-Ramp	SR-210	WB Of	f-Ramp
Base Volume Input [veh/h]	408	431	0	0	369	426	0	0	0	319	2	201
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Growth Factor	1.020	1.020	1.000	1.000	1.020	1.020	1.000	1.000	1.000	1.020	1.020	1.020
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]	416	440	0	0	376	435	0	0	0	325	2	205
Peak Hour Factor	0.917	0.917	1.000	1.000	0.917	0.917	1.000	1.000	1.000	0.917	0.917	0.917
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	113	120	0	0	103	119	0	0	0	89	1	56
Total Analysis Volume [veh/h]	454	480	0	0	410	474	0	0	0	354	2	224
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0				0			0				
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0				0				
v_ab, Corner Pedestrian Volume [ped/h]	0			0				0		0		
Bicycle Volume [bicycles/h]	0			0				0				

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi										
Signal Group	1	6	0	0	2	0	0	0	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	5	0	0	5	0	0	0	0	5	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	29	66	0	0	37	0	0	0	0	24	24	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	3	0	0	0	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Version 2021 (SP 0-4)

Lane Group Calculations

Lane Group	L	С	С	С	L	С
C, Cycle Length [s]	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
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	24	63	34	34	19	19
g / C, Green / Cycle	0.27	0.70	0.38	0.38	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.25	0.13	0.22	0.29	0.20	0.14
s, saturation flow rate [veh/h]	1810	3618	1900	1615	1810	1617
c, Capacity [veh/h]	487	2516	726	617	390	349
d1, Uniform Delay [s]	32.09	4.81	21.92	24.33	34.42	32.19
k, delay calibration	0.27	0.50	0.50	0.50	0.15	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.41	0.17	3.17	8.92	10.63	2.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.19	0.56	0.77	0.91	0.65
d, Delay for Lane Group [s/veh]	49.50	4.98	25.09	33.25	45.06	34.22
Lane Group LOS	D	Α	С	С	D	С
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	11.13	1.11	6.73	9.34	8.52	4.59
50th-Percentile Queue Length [ft/ln]	278.35	27.84	168.18	233.53	212.91	114.82
95th-Percentile Queue Length [veh/ln]	16.61	2.00	10.98	14.35	13.30	8.11
95th-Percentile Queue Length [ft/ln]	415.16	50.11	274.53	358.85	332.56	202.69



Version 2021 (SP 0-4)

Movement, Approach, & Intersection Results

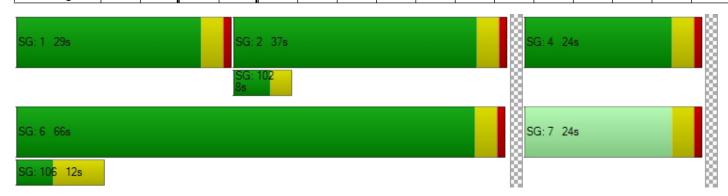
d_M, Delay for Movement [s/veh]	49.50	4.98	0.00	0.00	25.09	33.25	0.00	0.00	0.00	45.06	34.22	34.22
Movement LOS	D	Α			С	С				D	С	С
d_A, Approach Delay [s/veh]	26.62 29.47 0.00							40.83				
Approach LOS	СС						А					
d_I, Intersection Delay [s/veh]				•		31.	11					
Intersection LOS	С											
Intersection V/C	0.740											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.332	2.130
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1378	733	0	444
d_b, Bicycle Delay [s]	4.36	18.05	45.00	27.22
I_b,int, Bicycle LOS Score for Intersection	2.330	2.289	4.132	2.517
Bicycle LOS	В	В	D	В

Sequence

•			_		_											
Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 3: Alder Ave at SR-210 EB Ramps

Control Type:SignalizedDelay (sec / veh):24.1Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.644

Intersection Setup

Name	Д	lder Av	е	A	Alder Av	е	SR-210	EB Off	-Ramp	SR-210 EB On-Ram			
Approach	No	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	I H			Пr				1 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	1	0	0	0	0	1	0	0	0	
Entry Pocket Length [ft]	100.0	100.0	100.0	120.0	100.0	100.0	100.0	100.0	415.0	100.0	100.0	100.0	
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]		50.00			50.00			30.00					
Grade [%]	0.00				0.00		0.00			0.00			
Curb Present	No			No				No					
Crosswalk	No			No				Yes		Yes			

Volumes

Name	P	lder Av	е	A	Alder Av	е	SR-210	EB Off	-Ramp	SR-210 EB On-Ramp			
Base Volume Input [veh/h]	0	530	403	138	458	0	186	4	423	0	0	0	
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00	
Growth Factor	1.000	1.020	1.020	1.020	1.020	1.000	1.020	1.020	1.020	1.000	1.000	1.000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	0	541	411	141	467	0	190	4	431	0	0	0	
Peak Hour Factor	1.000	0.983	0.983	0.983	0.983	1.000	0.983	0.983	0.983	1.000	1.000	1.000	
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Total 15-Minute Volume [veh/h]	0	138	105	36	119	0	48	1	110	0	0	0	
Total Analysis Volume [veh/h]	0	550	418	143	475	0	193	4	438	0	0	0	
Presence of On-Street Parking	No		No	No		No	No		No				
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0			
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0				0		
Bicycle Volume [bicycles/h]		0			0			0			0		

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Permi	Permi	Permi	Protec	Permi							
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	35	0	13	48	0	0	42	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	7	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Version 2021 (SP 0-4)

Lane Group Calculations

Lane Group	С	С	L	С	С	R	
C, Cycle Length [s]	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	
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	42	42	9	55	27	27	
g / C, Green / Cycle	0.47	0.47	0.10	0.61	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.25	0.29	0.08	0.13	0.11	0.27	
s, saturation flow rate [veh/h]	1900	1649	1810	3618	1811	1615	
c, Capacity [veh/h]	890	772	176	2207	545	486	
d1, Uniform Delay [s]	17.05	17.99	39.84	7.88	24.67	30.16	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.19	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.38	3.82	8.78	0.22	0.40	10.57	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.54	0.63	0.81	0.22	0.36	0.90	
d, Delay for Lane Group [s/veh]	19.44	21.81	48.62	8.10	25.07	40.74	
Lane Group LOS	В	С	D	А	С	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.74	7.31	3.34	1.69	3.29	10.21	
50th-Percentile Queue Length [ft/ln]	168.47	182.71	83.62	42.27	82.27	255.23	
95th-Percentile Queue Length [veh/ln]	11.00	11.74	6.02	3.04	5.92	15.45	
95th-Percentile Queue Length [ft/ln]	274.91	293.54	150.51	76.09	148.08	386.23	



Version 2021 (SP 0-4)

Movement, Approach, & Intersection Results

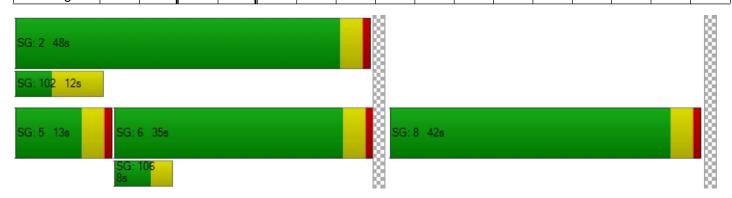
d_M, Delay for Movement [s/veh]	0.00	19.72	21.81	48.62	8.10	0.00	25.07	25.07	40.74	0.00	0.00	0.00	
Movement LOS		В	С	D	Α		С	С	D				
d_A, Approach Delay [s/veh]		20.63			17.48			35.88			0.00		
Approach LOS		С			В			D			Α		
d_I, Intersection Delay [s/veh]						24	.11						
Intersection LOS	С												
Intersection V/C	0.644												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.148	1.976
Crosswalk LOS	F	F	В	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	978	844	0
d_b, Bicycle Delay [s]	19.34	11.76	15.02	45.00
I_b,int, Bicycle LOS Score for Intersection	2.358	2.069	2.607	4.132
Bicycle LOS	В	В	В	D

Sequence

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





Intersection Level Of Service Report Intersection 4: Alder Ave at Renaissance Pkwy

Control Type:SignalizedDelay (sec / veh):26.5Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.509

Intersection Setup

Name	Α	lder Av	е	P	Alder Ave	Э	Renai	ssance	Pkwy	Rena	Pkwy	
Approach	No	Northbound			Southbound			astboun	d	Westbound		
Lane Configuration	•	٦İF			٦I٢			<u> 11</u>		٦١٢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	305.0	100.0	100.0	280.0	100.0	100.0	315.0	100.0	100.0	315.0	100.0	100.0
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]		50.00			50.00			50.00		50.00		
Grade [%]	0.00			0.00				0.00		0.00		
Curb Present	No			No				No		No		
Crosswalk	Yes			Yes				Yes		Yes		

Volumes

Name	Alder Ave			Α	Alder Ave	Э	Renai	ssance	Pkwy	Renaissance Pkwy			
Base Volume Input [veh/h]	35	638	39	225	546	121	95	206	41	50	132	185	
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	
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]	36	651	40	230	557	123	97	210	42	51	135	189	
Peak Hour Factor	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Total 15-Minute Volume [veh/h]	10	172	11	61	147	33	26	56	11	13	36	50	
Total Analysis Volume [veh/h]	38	689	42	243	589	130	103	222	44	54	143	200	
Presence of On-Street Parking	No		No	No		No	No		No	No		No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0		
Bicycle Volume [bicycles/h]		0			0			0			0		

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi	Permi									
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												İ
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	23	0	31	45	0	10	26	0	10	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	С	L	С	С	L	С	С
C, Cycle Length [s]	90	90	90	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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	40	40	14	51	51	6	16	16	4	13	13
g / C, Green / Cycle	0.03	0.45	0.45	0.16	0.57	0.57	0.07	0.17	0.17	0.04	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.02	0.19	0.19	0.13	0.20	0.20	0.06	0.07	0.07	0.03	0.08	0.12
s, saturation flow rate [veh/h]	1810	1900	1862	1810	1900	1783	1810	1900	1793	1810	1900	1615
c, Capacity [veh/h]	62	851	834	286	1086	1019	121	332	313	75	284	242
d1, Uniform Delay [s]	42.86	17.03	17.03	36.83	10.26	10.26	41.57	33.00	33.06	42.61	35.19	37.15
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.29	1.61	1.65	6.93	0.86	0.91	15.28	0.80	0.88	12.04	1.38	7.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.43	0.43	0.85	0.34	0.34	0.85	0.41	0.42	0.72	0.50	0.83
d, Delay for Lane Group [s/veh]	52.15	18.64	18.68	43.76	11.12	11.18	56.85	33.81	33.94	54.65	36.57	44.24
Lane Group LOS	D	В	В	D	В	В	Е	С	С	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.95	4.96	4.87	5.40	3.44	3.24	2.65	2.53	2.45	1.37	2.81	4.47
50th-Percentile Queue Length [ft/ln]	23.77	123.9	121.7	134.9	86.04	81.12	66.15	63.24	61.25	34.36	70.28	111.6
95th-Percentile Queue Length [veh/ln]	1.71	8.61	8.49	9.21	6.19	5.84	4.76	4.55	4.41	2.47	5.06	7.93
95th-Percentile Queue Length [ft/ln]	42.78	215.2	212.2	230.1	154.8	146.0	119.0	113.8	110.2	61.84	126.5	198.2

Movement, Approach, & Intersection Results

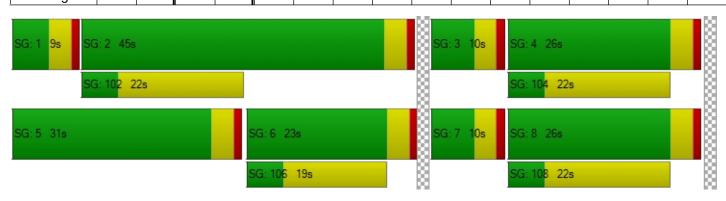
d_M, Delay for Movement [s/veh]	52.15	18.66	18.68	43.76	11.14	11.18	56.85	33.86	33.94	54.65	36.57	44.24
Movement LOS	D	В	В	D	В	В	Е	С	С	D	D	D
d_A, Approach Delay [s/veh]	20.31 19.39 40.29						42.90					
Approach LOS	C B D						D					
d_I, Intersection Delay [s/veh]				•		26	.50					
Intersection LOS						()					
Intersection V/C						0.5	509					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.775	2.936	2.522	2.595
Crosswalk LOS	С	С	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	911	489	489
d_b, Bicycle Delay [s]	28.01	13.34	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	2.194	2.353	1.864	1.887
Bicycle LOS	В	В	A	A

Sequence

-			_		_											
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-		-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-
Ring 4	-	-	-	-	-	_	-	-	-	-	-	-	-	-	-	-





Rialto Travel Center

Vistro File: K:\...\Updated_Rialto Travel Ctr AM.vistro

Scenario 4 OY 2022 WP AM Report File: K:\...\4 OY 2022 WP AM.pdf

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alder Ave at Casmalia St	Signalized	HCM 6th Edition	NB Left	0.550	74.4	Е
2	Alder Ave at SR-210 WB Ramps	Signalized	HCM 6th Edition	WB Right	0.792	35.0	С
3	Alder Ave at SR-210 EB Ramps	Signalized	HCM 6th Edition	SB Left	0.740	31.5	С
4	Alder Ave at Renaissance Pkwy	Signalized	HCM 6th Edition	WB Left	0.507	28.9	С
101	Sierra Lakes Pkwy at Truck Dwy (1)	Two-way stop	HCM 6th Edition	NB Right	0.025	8.8	Α
102	Sierra Lakes Pkwy at Truck Dwy (2)	Two-way stop	HCM 6th Edition	NB Right	0.026	8.9	Α
103	Sierra Lakes Pkwy at Truck Dwy (3)	Two-way stop	HCM 6th Edition	NB Right	0.026	9.0	Α
104	Sierra Lakes Pkwy at Truck Dwy (4)	Two-way stop	HCM 6th Edition	NB Right	0.026	9.0	Α
105	Sierra Lakes Pkwy at PC Dwy	Two-way stop	HCM 6th Edition	NB Right	0.285	10.6	В

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.

9/19/2021



Intersection Level Of Service Report Intersection 1: Alder Ave at Casmalia St

Control Type:SignalizedDelay (sec / veh):74.4Analysis Method:HCM 6th EditionLevel Of Service:EAnalysis Period:15 minutesVolume to Capacity (v/c):0.550

Intersection Setup

Name	Α	lder Av	е	P	Alder Ave	Э	Sierra	Lakes	Pkwy	Ca	St		
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	d	W	Westbound		
Lane Configuration	•	1 		+	111r	•	•	1 		ורר			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1 0 0			1	0	0	1	0	0	2	0	0	
Entry Pocket Length [ft]	115.0	100.0	100.0	210.0	100.0	100.0	180.0	100.0	100.0	290.0	100.0	100.0	
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]		50.00			50.00			55.00		55.00			
Grade [%]	0.00				0.00		0.00			0.00			
Curb Present	No			No			No			No			
Crosswalk	Yes			Yes				Yes					

Name	Α	lder Av	e	Alder Ave		Sierra	a Lakes	Pkwy	Ca	St		
Base Volume Input [veh/h]	79	75	175	8	69	8	13	70	49	261	120	12
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	232	0	0	0	0	9	9	18	231	0	18	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]	313	77	179	8	70	17	22	89	281	266	140	12
Peak Hour Factor	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	97	24	56	2	22	5	7	28	87	83	44	4
Total Analysis Volume [veh/h]	389	96	223	10	87	21	27	111	350	331	174	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0		0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0			0			0		0		
v_ab, Corner Pedestrian Volume [ped/h]		0		0			0			0		
Bicycle Volume [bicycles/h]		0			0			0			0	

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
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	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	25	55	0	9	39	0	13	41	0	15	43	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	30	0	0	32	0	0	32	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	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	R	L	С	С	L	С	С
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	21	63	63	1	44	44	3	28	28	11	36	36
g / C, Green / Cycle	0.18	0.53	0.53	0.01	0.36	0.36	0.03	0.24	0.24	0.09	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.21	0.05	0.14	0.01	0.02	0.01	0.01	0.06	0.22	0.09	0.05	0.05
s, saturation flow rate [veh/h]	1810	1900	1615	1810	3618	1615	1810	1900	1615	3514	1900	1848
c, Capacity [veh/h]	317	1000	850	23	1316	588	48	449	381	322	573	557
d1, Uniform Delay [s]	49.50	14.19	15.63	58.81	24.88	24.60	57.75	37.18	44.70	54.50	30.83	30.84
k, delay calibration	0.35	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.24	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	120.8	0.19	0.75	12.32	0.10	0.11	10.19	0.28	17.19	30.63	0.14	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.23	0.10	0.26	0.43	0.07	0.04	0.57	0.25	0.92	1.03	0.17	0.17
d, Delay for Lane Group [s/veh]	170.3	14.38	16.38	71.12	24.97	24.71	67.93	37.47	61.89	85.13	30.96	30.98
Lane Group LOS	F	В	В	Е	С	С	Е	D	Е	F	С	С
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	19.73	1.26	3.28	0.37	0.79	0.39	0.91	2.56	11.41	6.03	1.96	1.92
50th-Percentile Queue Length [ft/ln]	493.3	31.60	81.91	9.30	19.83	9.72	22.87	64.11	285.1	150.6	48.94	47.91
95th-Percentile Queue Length [veh/ln]	29.77	2.28	5.90	0.67	1.43	0.70	1.65	4.62	16.95	10.15	3.52	3.45
95th-Percentile Queue Length [ft/ln]	744.2	56.88	147.4	16.73	35.70	17.49	41.16	115.4	423.6	253.7	88.10	86.24

Movement, Approach, & Intersection Results

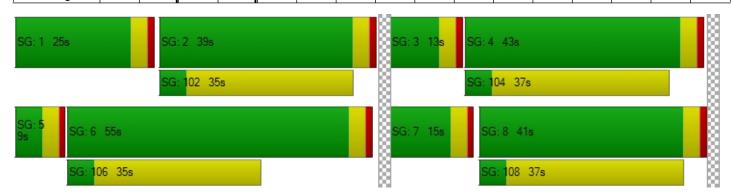
d_M, Delay for Movement [s/veh]	170.3	14.38	16.38	71.12	24.97	24.71	67.93	37.47	61.89	85.13	30.97	30.98
Movement LOS	F	В	В	Е	С	С	Е	D	E	F	С	С
d_A, Approach Delay [s/veh]		100.72		28.84			56.67				65.44	
Approach LOS		F		С				Е			E	
d_I, Intersection Delay [s/veh]				•		74	.37					
Intersection LOS						E	Ξ					
Intersection V/C	0.550											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.795	2.537	2.698	2.726
Crosswalk LOS	С	В	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	850	583	617	650
d_b, Bicycle Delay [s]	19.84	30.10	28.70	27.34
I_b,int, Bicycle LOS Score for Intersection	2.144	1.657	1.962	1.989
Bicycle LOS	В	A	A	A

Sequence

•			_		_											
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 2: Alder Ave at SR-210 WB Ramps

Control Type:SignalizedDelay (sec / veh):35.0Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.792

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	Э	SR-210	WB Or	n-Ramp	SR-210	f-Ramp		
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	ıd	W	Westbound		
Lane Configuration		пII			1F					71			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0	
Entry Pocket Length [ft]	115.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	405.0	100.0	100.0	
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]		50.00			50.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No			No						No			
Crosswalk		No		No			Yes			Yes			

	1	Alder Av	е	1	Alder Av	е	SR-210) WB Or	n-Ramp	SR-210	WB Of	f-Ramp
Base Volume Input [veh/h]	335	328	0	0	319	379	0	0	0	299	3	285
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Growth Factor	1.020	1.020	1.000	1.000	1.020	1.020	1.000	1.000	1.000	1.020	1.020	1.020
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	148	0	0	147	84	0	0	0	0	0	84
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]	342	483	0	0	472	471	0	0	0	305	3	375
Peak Hour Factor	0.902	0.902	1.000	1.000	0.902	0.902	1.000	1.000	1.000	0.902	0.902	0.902
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	95	134	0	0	131	131	0	0	0	85	1	104
Total Analysis Volume [veh/h]	379	535	0	0	523	522	0	0	0	338	3	416
Presence of On-Street Parking	No		No	No		No				No		No
	0	0	0	0	0	0	0	0	0	0	0	0
On-Street Parking Maneuver Rate [/h]					1	İ					_	i e
On-Street Parking Maneuver Rate [/h] Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	וו		0	0		0	0		0	0	Ŭ	0
Local Bus Stopping Rate [/h] v_do, Outbound Pedestrian Volume crossing major street [ped/h	וו	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h] v_do, Outbound Pedestrian Volume crossing major street [ped/h] v_di, Inbound Pedestrian Volume crossing major street [ped/h]	1]	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h] v_do, Outbound Pedestrian Volume crossing major street [ped/h] v_di, Inbound Pedestrian Volume crossing major street [ped/h] v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	1]	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi
Signal Group	1	6	0	0	2	0	0	0	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	5	0	0	5	0	0	0	0	5	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	25	60	0	0	35	0	0	0	0	30	30	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	3	0	0	0	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	С	С	С	L	С
C, Cycle Length [s]	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
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	57	32	32	25	25
g / C, Green / Cycle	0.23	0.63	0.36	0.36	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.21	0.15	0.28	0.32	0.19	0.26
s, saturation flow rate [veh/h]	1810	3618	1900	1615	1810	1617
c, Capacity [veh/h]	412	2286	683	581	505	452
d1, Uniform Delay [s]	33.93	7.16	25.47	27.29	28.74	31.55
k, delay calibration	0.18	0.50	0.50	0.50	0.13	0.29
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.97	0.24	7.98	19.47	1.82	18.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.23	0.77	0.90	0.67	0.93
d, Delay for Lane Group [s/veh]	46.90	7.40	33.45	46.77	30.56	50.26
Lane Group LOS	D	Α	С	D	С	D
Critical Lane Group	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	8.92	1.77	10.31	12.57	6.55	10.91
50th-Percentile Queue Length [ft/ln]	223.09	44.32	257.82	314.24	163.71	272.76
95th-Percentile Queue Length [veh/ln]	13.82	3.19	15.58	18.38	10.75	16.33
95th-Percentile Queue Length [ft/ln]	345.57	79.77	389.48	459.60	268.63	408.19



Movement, Approach, & Intersection Results

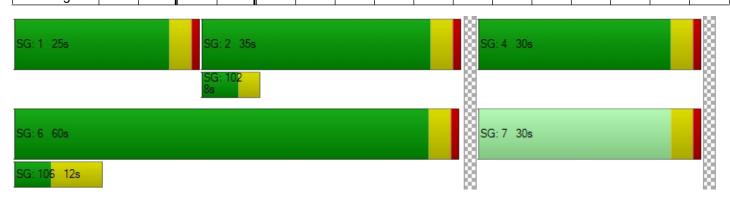
d_M, Delay for Movement [s/veh]	46.90	46.90 7.40 0.00 0.00 33.46 46.77 0.00 0.00 0.00 30					30.56	50.26	50.26			
Movement LOS	D	Α			С	D				С	D	D
d_A, Approach Delay [s/veh]		23.78		40.11			0.00					
Approach LOS		С		D				Α			D	
d_I, Intersection Delay [s/veh]						34.	99					
Intersection LOS						C	;					
Intersection V/C	0.792											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.306	2.188
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1244	689	0	578
d_b, Bicycle Delay [s]	6.42	19.34	45.00	22.76
I_b,int, Bicycle LOS Score for Intersection	2.314	2.422	4.132	2.809
Bicycle LOS	В	В	D	С

Sequence

-			_		_											
Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 3: Alder Ave at SR-210 EB Ramps

Control Type:SignalizedDelay (sec / veh):31.5Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.740

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	Э	SR-210	EB Off	-Ramp	SR-210	-Ramp	
Approach	No	orthbour	nd	Southbound			Е	astboun	ıd	W	nd	
Lane Configuration		IF		Пr				1 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	0
Entry Pocket Length [ft]	100.0	100.0	100.0	120.0	100.0	100.0	100.0	100.0	415.0	100.0	100.0	100.0
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]		50.00			50.00			30.00		30.00		
Grade [%]	0.00				0.00			0.00			0.00	
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		



Name	A	Alder Av	е	P	Alder Av	e	SR-210	EB Of	f-Ramp	SR-210 EB On-Ramp			
Base Volume Input [veh/h]	0	418	296	258	366	0	250	1	461	0	0	0	
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00	
Growth Factor	1.000	1.020	1.020	1.020	1.020	1.000	1.020	1.020	1.020	1.000	1.000	1.000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	64	0	84	63	0	84	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	0	490	302	347	436	0	339	1	470	0	0	0	
Peak Hour Factor	1.000	0.972	0.972	0.972	0.972	1.000	0.972	0.972	0.972	1.000	1.000	1.000	
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Total 15-Minute Volume [veh/h]	0	126	78	89	112	0	87	0	121	0	0	0	
Total Analysis Volume [veh/h]	0	504	311	357	449	0	349	1	484	0	0	0	
Presence of On-Street Parking	No		No	No		No	No		No				
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]] 0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0		0			0				0		
v ab, Corner Pedestrian Volume [ped/h]	0				0		0			0			

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Permi	Permi	Permi	Protec	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	12	0	22	34	0	0	56	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	7	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	С	С	L	С	С	R	
C, Cycle Length [s]	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	
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	30	30	18	52	30	30	
g / C, Green / Cycle	0.33	0.33	0.20	0.58	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.21	0.24	0.20	0.12	0.19	0.30	
s, saturation flow rate [veh/h]	1900	1674	1810	3618	1810	1615	
c, Capacity [veh/h]	632	557	362	2088	605	540	
d1, Uniform Delay [s]	25.52	26.49	35.88	9.19	24.74	28.50	
k, delay calibration	0.50	0.50	0.15	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	5.01	8.25	22.96	0.24	0.88	5.61	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.64	0.73	0.99	0.22	0.58	0.90	
d, Delay for Lane Group [s/veh]	30.53	34.74	58.83	9.43	25.62	34.10	
Lane Group LOS	С	С	E	А	С	С	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.56	8.21	9.52	1.80	6.12	10.36	
50th-Percentile Queue Length [ft/In]	189.09	205.37	237.90	45.11	153.10	258.97	
95th-Percentile Queue Length [veh/ln]	12.07	12.92	14.57	3.25	10.18	15.64	
95th-Percentile Queue Length [ft/ln]	301.85	322.88	364.37	81.19	254.57	390.93	

Movement, Approach, & Intersection Results

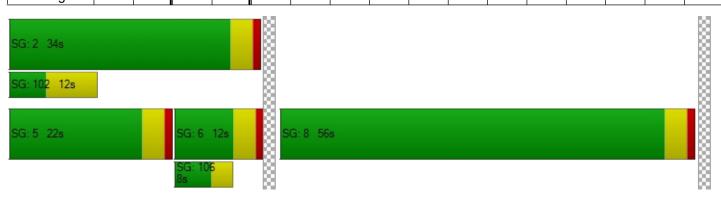
d_M, Delay for Movement [s/veh]	0.00	31.34	34.74	58.83	9.43	0.00	25.62	25.62	34.10	0.00	0.00	0.00
Movement LOS		С	С	Е	Α		С	С	С			
d_A, Approach Delay [s/veh]		32.63		31.31				30.54			0.00	
Approach LOS		С		С				С			Α	
d_I, Intersection Delay [s/veh]				•		31	.49					
Intersection LOS	С											
Intersection V/C	0.740											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.213	2.077
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	178	667	1156	0
d_b, Bicycle Delay [s]	37.36	20.00	8.02	45.00
I_b,int, Bicycle LOS Score for Intersection	2.232	2.225	2.936	4.132
Bicycle LOS	В	В	С	D

Sequence

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





Intersection Level Of Service Report Intersection 4: Alder Ave at Renaissance Pkwy

Control Type:SignalizedDelay (sec / veh):28.9Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.507

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	е	Renai	ssance	Pkwy	Rena	Pkwy	
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	ıd	Westbound		
Lane Configuration	•	1 		•	1 		•	<u> 11</u>		411		
Turning Movement	Left Thru Right Left Thru Rig				Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	305.0	100.0	100.0	280.0	100.0	100.0	315.0	100.0	100.0	315.0	100.0	100.0
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]		50.00			50.00			50.00			50.00	
Grade [%]		0.00			0.00			0.00			0.00	
Curb Present		No			No			No				
Crosswalk	Yes			Yes			Yes					

Name	P	lder Av	е	P	Alder Ave	9	Renaissance Pkwy			Renaissance Pkwy		
Base Volume Input [veh/h]	88	397	17	201	569	63	91	155	51	20	146	215
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	0	18	27	18	18	0	0	0	0	18
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	433	17	223	607	82	111	158	52	20	149	237
Peak Hour Factor	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	25	122	5	63	171	23	31	44	15	6	42	67
Total Analysis Volume [veh/h]	101	487	19	251	682	92	125	178	58	22	167	266
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0		0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h		0			0			0		0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0				

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	23	0	25	28	0	13	26	0	16	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	С	L	С	С	L	С	С
C, Cycle Length [s]	90	90	90	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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	35	35	14	43	43	8	23	23	2	17	17
g / C, Green / Cycle	0.07	0.38	0.38	0.16	0.47	0.47	0.09	0.25	0.25	0.02	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.06	0.13	0.13	0.14	0.21	0.21	0.07	0.06	0.07	0.01	0.09	0.16
s, saturation flow rate [veh/h]	1810	1900	1875	1810	1900	1822	1810	1900	1745	1810	1900	1615
c, Capacity [veh/h]	132	729	719	291	896	859	156	479	440	46	363	309
d1, Uniform Delay [s]	40.94	19.74	19.75	36.78	15.87	15.87	40.35	26.87	26.93	43.29	32.28	35.25
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.73	1.32	1.34	7.41	1.58	1.64	9.01	0.27	0.31	7.68	0.91	7.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.35	0.35	0.86	0.44	0.44	0.80	0.25	0.26	0.48	0.46	0.86
d, Delay for Lane Group [s/veh]	49.67	21.06	21.08	44.19	17.45	17.51	49.36	27.14	27.24	50.97	33.19	42.30
Lane Group LOS	D	С	С	D	В	В	D	С	С	D	С	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.40	3.68	3.64	5.61	5.08	4.89	2.95	1.96	1.87	0.56	3.10	5.84
50th-Percentile Queue Length [ft/ln]	59.89	91.89	90.97	140.2	126.9	122.1	73.73	49.04	46.73	13.90	77.51	145.9
95th-Percentile Queue Length [veh/ln]	4.31	6.62	6.55	9.49	8.78	8.51	5.31	3.53	3.36	1.00	5.58	9.80
95th-Percentile Queue Length [ft/ln]	107.8	165.4	163.7	237.3	219.3	212.8	132.7	88.27	84.11	25.02	139.5	245.0

Movement, Approach, & Intersection Results

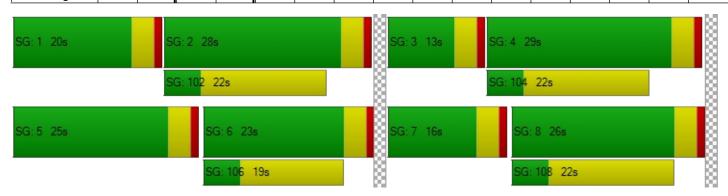
d_M, Delay for Movement [s/veh]	49.67	21.07	21.08	44.19	17.47	17.51	49.36	27.17	27.24	50.97	33.19	42.30
Movement LOS	D	С	С	D	В	В	D	С	С	D	С	D
d_A, Approach Delay [s/veh]		25.83			24.02			34.86			39.37	
Approach LOS		C C C				D						
d_I, Intersection Delay [s/veh]	28.92											
Intersection LOS						(2					
Intersection V/C						0.5	507					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.746	2.920	2.536	2.595
Crosswalk LOS	В	С	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	533	489	556
d_b, Bicycle Delay [s]	28.01	24.20	25.69	23.47
I_b,int, Bicycle LOS Score for Intersection	2.060	2.405	1.857	1.935
Bicycle LOS	В	В	A	A

Sequence

	•			_		_											
I	Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
	Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ī	Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ī	Ring 4	-	-	-	-	_	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 101: Sierra Lakes Pkwy at Truck Dwy (1)

Control Type:Two-way stopDelay (sec / veh):8.8Analysis Method:HCM 6th EditionLevel Of Service:AAnalysis Period:15 minutesVolume to Capacity (v/c):0.025

Intersection Setup

Name	Truck	Dwy	Sierra La	kes Pkwy	Sierra La	kes Pkwy	
Approach	North	bound	East	oound	Westl	oound	
Lane Configuration	7	r	ŀ	•	H		
Turning Movement	Left	Right	Thru Right		Left	Thru	
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 55.00			55.00			
Grade [%]	0.00		0.	00	0.00		
Crosswalk	Y	es	N	lo	No		

Name	Truck	Dwy	Sierra La	kes Pkwy	Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	132	0	0	207
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	18	0	31	18
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	23	153	0	31	229
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	6	40	0	8	60
Total Analysis Volume [veh/h]	0	24	161	0	33	241
Pedestrian Volume [ped/h]	()	()	()

Intersection Settings

Priority Scheme	Stop	Free	Free
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	0.02	0.00	0.00	0.02	0.00	
d_M, Delay for Movement [s/veh]	10.97	8.81	0.00	0.00	7.58	0.00	
Movement LOS	В	Α	Α	А	А	Α	
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.07	0.04	
95th-Percentile Queue Length [ft/ln]	1.90	1.90	0.00	0.00	1.77	0.89	
d_A, Approach Delay [s/veh]	8.8	31	0.0	00	0.0	91	
Approach LOS	A	١	A	١	A	1	
d_I, Intersection Delay [s/veh]	1.01						
Intersection LOS	A						



Intersection Level Of Service Report Intersection 102: Sierra Lakes Pkwy at Truck Dwy (2)

Control Type:Two-way stopDelay (sec / veh):8.9Analysis Method:HCM 6th EditionLevel Of Service:AAnalysis Period:15 minutesVolume to Capacity (v/c):0.026

Intersection Setup

Name	Truck Dwy		Sierra La	kes Pkwy	Sierra La	kes Pkwy
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	₩.		T		4	1
Turning Movement	Left	Right	Thru	Right	Left	Thru
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	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00 55.00		55.00	
Grade [%]	0.00		0.	00	0.00	
Crosswalk	Yes		Yes No		No	

Name	Truck Dwy		Sierra La	kes Pkwy	Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	132	0	0	207
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	41	0	31	49
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	1	0	0	2	-2
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	24	176	0	33	258
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	6	46	0	9	68
Total Analysis Volume [veh/h]	0	25	185	0	35	272
Pedestrian Volume [ped/h]	0		()	0	

Intersection Settings

Priority Scheme	Stop	Free	Free
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	0.03	0.00	0.00	0.02	0.00	
d_M, Delay for Movement [s/veh]	11.36	8.88	0.00	0.00	7.63	0.00	
Movement LOS	В	А	Α	А	А	Α	
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.08	0.04	
95th-Percentile Queue Length [ft/ln]	2.02	2.02	0.00	0.00	1.92	0.96	
d_A, Approach Delay [s/veh]	8.8	88	0.0	00	0.0	37	
Approach LOS	A	4	Į.	١	A		
d_I, Intersection Delay [s/veh]	0.95						
Intersection LOS	A						



Intersection Level Of Service Report Intersection 103: Sierra Lakes Pkwy at Truck Dwy (3)

Control Type:Two-way stopDelay (sec / veh):9.0Analysis Method:HCM 6th EditionLevel Of Service:AAnalysis Period:15 minutesVolume to Capacity (v/c):0.026

Intersection Setup

Name	Truck Dwy		Sierra La	kes Pkwy	Sierra La	kes Pkwy		
Approach	Northbound		Eastbound		Westbound			
Lane Configuration	T		т —		т Н		4	1
Turning Movement	Left	Right	Thru	Right	Left	Thru		
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]	55.00		55	00	55.00			
Grade [%]	0.00		0.0	00	0.00			
Crosswalk	Yes		Yes No		No			

Name	Truck Dwy		Sierra La	kes Pkwy	Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	132	0	0	207
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	65	0	31	81
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	23	200	0	31	292
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	6	53	0	8	77
Total Analysis Volume [veh/h]	0	24	211	0	33	307
Pedestrian Volume [ped/h]	0		()	0	

Intersection Settings

Priority Scheme	Stop	Free	Free
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	0.03	0.00	0.00	0.02	0.00	
d_M, Delay for Movement [s/veh]	11.72	8.95	0.00	0.00	7.69	0.00	
Movement LOS	В	Α	Α	А	А	Α	
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.07	0.04	
95th-Percentile Queue Length [ft/ln]	1.97	1.97	0.00	0.00	1.85	0.92	
d_A, Approach Delay [s/veh]	8.8	95	0.0	00	0.7	75	
Approach LOS	A	٨	A	١	A	\	
d_I, Intersection Delay [s/veh]	0.81						
Intersection LOS	A						



Intersection Level Of Service Report Intersection 104: Sierra Lakes Pkwy at Truck Dwy (4)

Control Type:Two-way stopDelay (sec / veh):9.0Analysis Method:HCM 6th EditionLevel Of Service:AAnalysis Period:15 minutesVolume to Capacity (v/c):0.026

Intersection Setup

Name	Truck Dwy		Sierra La	kes Pkwy	Sierra La	kes Pkwy				
Approach	Northbound		Eastbound		Westbound					
Lane Configuration	т		Ψ.		Ψ		T		1	1
Turning Movement	Left	Right	Thru	Right	Left	Thru				
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		55	00	55.00					
Grade [%]	0.00		0.0	00	0.00					
Crosswalk	Yes		Yes		Yes		Yes			

Name	Truck	Dwy	Sierra La	kes Pkwy	Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	132	0	0	207
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	2.00	2.00	0.00
Growth Factor	1.0200	1.0200	1.0200	1.0000	1.0000	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	88	0	0	112
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	23	223	0	0	323
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	59	0	0	85
Total Analysis Volume [veh/h]	0	24	235	0	0	340
Pedestrian Volume [ped/h]	0		()	0	

Intersection Settings

Priority Scheme	Stop	Free	Free
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	0.03	0.00	0.00	0.00	0.00				
d_M, Delay for Movement [s/veh]	11.32	9.02	0.00	0.00	0.00	0.00				
Movement LOS	В	А	Α			А				
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.00	0.00				
95th-Percentile Queue Length [ft/ln]	2.01	2.01	0.00	0.00	0.00	0.00				
d_A, Approach Delay [s/veh]	9.0	02	0.00		0.00					
Approach LOS	Į.	4	A	4	A					
d_I, Intersection Delay [s/veh]	0.36									
Intersection LOS	A									



Intersection Level Of Service Report Intersection 105: Sierra Lakes Pkwy at PC Dwy

Control Type:Two-way stopDelay (sec / veh):10.6Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:15 minutesVolume to Capacity (v/c):0.285

Intersection Setup

Name	PC	Dwy	Sierra La	kes Pkwy	Sierra Lakes Pkwy		
Approach	Northbound		East	oound	Westbound		
Lane Configuration	Ψ.		Th.		4	1	
Turning Movement	Left	Right	Thru	Right	Left	Thru	
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	1	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00	
Speed [mph]	30.00		55.00		55.00		
Grade [%]	0.00		0.	00	0.00		
Crosswalk	Yes		Y	es	Yes		

Name	PC Dwy		Sierra La	kes Pkwy	Sierra Lakes Pkwy		
Base Volume Input [veh/h]	0 0		132	0	0	207	
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	
In-Process Volume [veh/h]	0 0		0	0	0	0	
Site-Generated Trips [veh/h]	0 183		93 18		165	112	
Diverted Trips [veh/h]	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	61	-31	31	31	-31	
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	244	197	49	196	292	
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	64	52	13	52	77	
Total Analysis Volume [veh/h]	0	257	207	52	206	307	
Pedestrian Volume [ped/h]	0		()	0		



Intersection Settings

Priority Scheme	Stop	Free	Free
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	0.28	0.00	0.00	0.16	0.00		
d_M, Delay for Movement [s/veh]	19.85	10.57	0.00	0.00	8.24	0.00		
Movement LOS	СВ		A A		А	Α		
95th-Percentile Queue Length [veh/ln]	1.18	1.18	0.00	0.00	0.55	0.28		
95th-Percentile Queue Length [ft/ln]	29.42 29.42		0.00	0.00	13.85	6.92		
d_A, Approach Delay [s/veh]	10.57		0.00		3.0	31		
Approach LOS	E	3	Į.	١	A			
d_I, Intersection Delay [s/veh]			4.:	29				
Intersection LOS	В							



Rialto Travel Center

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Report File: K:\...\4 OY 2022 WP PM.pdf

Scenario 4 OY 2022 WP PM 9/19/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alder Ave at Casmalia St	Signalized	HCM 6th Edition	NB Left	0.562	59.3	Е
2	Alder Ave at SR-210 WB Ramps	Signalized	HCM 6th Edition	NB Left	0.798	35.2	D
3	Alder Ave at SR-210 EB Ramps	Signalized	HCM 6th Edition	SB Left	0.706	26.3	С
4	Alder Ave at Renaissance Pkwy	Signalized	HCM 6th Edition	EB Left	0.543	28.0	С
101	Sierra Lakes Pkwy at Truck Dwy (1)	Two-way stop	HCM 6th Edition	NB Right	0.037	9.7	Α
102	Sierra Lakes Pkwy at Truck Dwy (2)	Two-way stop	HCM 6th Edition	NB Right	0.042	9.9	Α
103	Sierra Lakes Pkwy at Truck Dwy (3)	Two-way stop	HCM 6th Edition	NB Right	0.038	10.0	Α
104	Sierra Lakes Pkwy at Truck Dwy (4)	Two-way stop	HCM 6th Edition	NB Right	0.039	10.1	В
105	Sierra Lakes Pkwy at PC Dwy	Two-way stop	HCM 6th Edition	NB Right	0.288	12.0	В

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: Alder Ave at Casmalia St

Control Type:SignalizedDelay (sec / veh):59.3Analysis Method:HCM 6th EditionLevel Of Service:EAnalysis Period:15 minutesVolume to Capacity (v/c):0.562

Intersection Setup

Name	Alder Ave			Alder Ave			Sierra Lakes Pkwy			Casmalia St		
Approach	No	Northbound		Southbound		Eastbound			Westbound		nd	
Lane Configuration	•	طاه		חוור		٦١٢			לורר		→	
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	2	0	0
Entry Pocket Length [ft]	115.0	100.0	100.0	210.0	100.0	100.0	180.0	100.0	100.0	290.0	100.0	100.0
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]		50.00		50.00		55.00			55.00			
Grade [%]	0.00				0.00		0.00			0.00		
Curb Present	No			No		No			No			
Crosswalk		Yes		Yes			Yes			Yes		

Name	Δ	lder Av	e	Alder Ave			Sierra	Lakes	Pkwy	Casmalia St		
Base Volume Input [veh/h]	95	74	245	24	102	28	11	258	130	301	194	5
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	219	0	0	0	0	8	7	15	222	0	15	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]	316	75	250	24	104	37	18	278	355	307	213	5
Peak Hour Factor	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	87	21	69	7	29	10	5	77	98	85	59	1
Total Analysis Volume [veh/h]	348	83	276	26	115	41	20	307	391	338	235	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0		0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]		0		0		0			0			
Bicycle Volume [bicycles/h]		0		0		0			0			

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
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	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	24	54	0	9	39	0	9	41	0	16	48	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	30	0	0	32	0	0	32	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	R	L	С	С	L	С	С
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	58	58	3	41	41	2	31	31	12	41	41
g / C, Green / Cycle	0.17	0.48	0.48	0.02	0.34	0.34	0.02	0.26	0.26	0.10	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.19	0.04	0.17	0.01	0.03	0.03	0.01	0.16	0.24	0.10	0.06	0.06
s, saturation flow rate [veh/h]	1810	1900	1615	1810	3618	1615	1810	1900	1615	3514	1900	1883
c, Capacity [veh/h]	302	911	775	45	1221	545	38	499	424	351	649	643
d1, Uniform Delay [s]	50.00	16.99	19.60	57.90	27.19	27.01	58.16	38.94	43.07	53.77	27.79	27.79
k, delay calibration	0.28	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.30	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	88.88	0.20	1.28	11.41	0.15	0.27	10.91	1.24	19.50	14.92	0.14	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.15	0.09	0.36	0.58	0.09	0.08	0.53	0.62	0.92	0.96	0.19	0.19
d, Delay for Lane Group [s/veh]	138.8	17.19	20.88	69.32	27.34	27.28	69.06	40.18	62.58	68.70	27.93	27.93
Lane Group LOS	F	В	С	Е	С	С	Е	D	Е	Е	С	С
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	16.13	1.23	4.78	0.90	1.11	0.81	0.69	7.70	12.91	5.59	2.34	2.32
50th-Percentile Queue Length [ft/ln]	403.1	30.63	119.5	22.49	27.79	20.24	17.34	192.6	322.7	139.6	58.50	58.09
95th-Percentile Queue Length [veh/ln]	24.31	2.21	8.37	1.62	2.00	1.46	1.25	12.26	18.80	9.46	4.21	4.18
95th-Percentile Queue Length [ft/ln]	607.7	55.13	209.2	40.47	50.02	36.43	31.22	306.4	470.0	236.5	105.3	104.5



Version 2021 (SP 0-4)

Movement, Approach, & Intersection Results

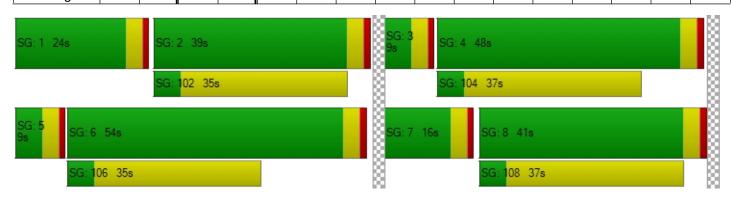
d_M, Delay for Movement [s/veh]	138.8	17.19	20.88	69.32	27.34	27.28	69.06	40.18	62.58	68.70	27.93	27.93
Movement LOS	F	В	С	Е	С	С	Е	D	Е	Е	С	С
d_A, Approach Delay [s/veh]		78.53			33.32			53.18				
Approach LOS		Е			С			D				
d_I, Intersection Delay [s/veh]				•		59	.34					
Intersection LOS	E											
Intersection V/C	0.562											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.819	2.547	2.795	2.822
Crosswalk LOS	С	В	С	С
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	833	583	617	733
d_b, Bicycle Delay [s]	20.42	30.10	28.70	24.07
I_b,int, Bicycle LOS Score for Intersection	2.143	1.710	2.152	2.037
Bicycle LOS	В	A	В	В

Sequence

-			_		_											
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 2: Alder Ave at SR-210 WB Ramps

Control Type:SignalizedDelay (sec / veh):35.2Analysis Method:HCM 6th EditionLevel Of Service:DAnalysis Period:15 minutesVolume to Capacity (v/c):0.798

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	е	SR-210	WB Or	n-Ramp	SR-210 WB Off-Ram			
Approach	No	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration		пII			IF					71			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0	
Entry Pocket Length [ft]	115.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	405.0	100.0	100.0	
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]		50.00			50.00			30.00		30.00			
Grade [%]	0.00			0.00			0.00			0.00 0.00			
Curb Present	No			No						No			
Crosswalk	No			No				Yes			Yes		

Base Volume Input [veh/h] 408 431 0 0 369 426 0 0 0		1.000	201
Heavy Vehicles Percentage [%] 0.00 0.00 2.00 2.00 0.00 0.00 2.0		1.000	i
	0.00		1.000
Growth Factor 1.020 1.020 1.000 1.000 1.020 1.020 1.020 1.00		0.00	0.00
	1.020	1.020	1.020
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h] 0 136 0 0 136 86 0 0 0	0	0	83
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
Existing Site Adjustment Volume [veh/h] 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
Right Turn on Red Volume [veh/h] 0 0 0 0 0 0 0 0	0	0	0
Total Hourly Volume [veh/h] 416 576 0 0 512 521 0 0 0	325	2	288
Peak Hour Factor 0.917 0.917 1.000 1.000 0.917 0.917 1.000 1.000	0.917	0.917	0.917
Other Adjustment Factor 1.000 1.00	1.000	1.000	1.000
Total 15-Minute Volume [veh/h] 113 157 0 0 140 142 0 0 0	89	1	79
Total Analysis Volume [veh/h] 454 628 0 0 558 568 0 0 0	354	2	314
Presence of On-Street Parking No No No No	No		No
On-Street Parking Maneuver Rate [/h] 0 0 0 0 0 0 0 0 0	0	0	0
Local Bus Stopping Rate [/h] 0 0 0 0 0 0 0 0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h] 0 0		0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h] 0 0 0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] 0 0 0		0	
v_ab, Corner Pedestrian Volume [ped/h] 0 0 0			
Bicycle Volume [bicycles/h] 0 0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi
Signal Group	1	6	0	0	2	0	0	0	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	5	0	0	5	0	0	0	0	5	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	29	66	0	0	37	0	0	0	0	24	24	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	3	0	0	0	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	С	С	С	L	С
C, Cycle Length [s]	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
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	24	63	34	34	19	19
g / C, Green / Cycle	0.27	0.70	0.38	0.38	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.25	0.17	0.29	0.35	0.20	0.20
s, saturation flow rate [veh/h]	1810	3618	1900	1615	1810	1617
c, Capacity [veh/h]	487	2515	725	616	391	349
d1, Uniform Delay [s]	32.09	5.06	24.36	26.54	34.39	34.39
k, delay calibration	0.27	0.50	0.50	0.50	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.41	0.24	7.72	21.39	10.50	11.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.25	0.77	0.92	0.91	0.91
d, Delay for Lane Group [s/veh]	49.50	5.30	32.08	47.93	44.89	45.83
Lane Group LOS	D	Α	С	D	D	D
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	11.13	1.53	10.76	13.87	8.50	7.68
50th-Percentile Queue Length [ft/ln]	278.35	38.37	269.03	346.78	212.50	191.96
95th-Percentile Queue Length [veh/ln]	16.61	2.76	16.14	19.98	13.28	12.22
95th-Percentile Queue Length [ft/ln]	415.16	69.06	403.53	499.49	332.03	305.58



Version 2021 (SP 0-4)

Movement, Approach, & Intersection Results

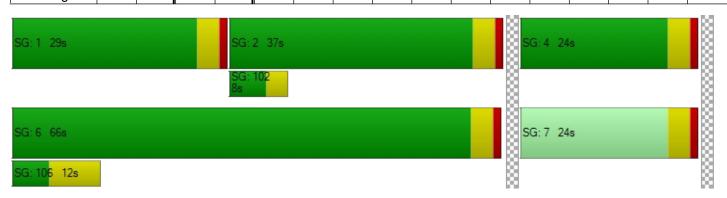
d_M, Delay for Movement [s/veh]	49.50	5.30	0.00	0.00	32.08	47.93	0.00	0.00	0.00	44.89	45.83	45.83
Movement LOS	D	D A C D					D	D	D			
d_A, Approach Delay [s/veh]	23.84 40.08				0.00			45.33				
Approach LOS	C D							Α				
d_I, Intersection Delay [s/veh]						35.	20					
Intersection LOS	D											
Intersection V/C	0.798											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.423	2.159
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1378	733	0	444
d_b, Bicycle Delay [s]	4.36	18.05	45.00	27.22
I_b,int, Bicycle LOS Score for Intersection	2.452	2.489	4.132	2.665
Bicycle LOS	В	В	D	В

Sequence

•			_		_											
Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 3: Alder Ave at SR-210 EB Ramps

Control Type:SignalizedDelay (sec / veh):26.3Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.706

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	Э	SR-210	EB Off	-Ramp	SR-210 EB On-Rar		
Approach	No	orthbour	nd	Southbound			Е	astboun	ıd	W	nd	
Lane Configuration		IF		пII				1 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	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	120.0	100.0	100.0	100.0	100.0	415.0	100.0	100.0	100.0
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]		50.00			50.00		30.00			30.00		
Grade [%]	0.00				0.00		0.00			0.00		
Curb Present	No				No		No					
Crosswalk	No			No			Yes			Yes		

Name	A	Alder Av	е	P	Alder Av	е	SR-210	EB Of	f-Ramp	SR-210 EB On-Ramp			
Base Volume Input [veh/h]	0	530	403	138	458	0	186	4	423	0	0	0	
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00	
Growth Factor	1.000	1.020	1.020	1.020	1.020	1.000	1.020	1.020	1.020	1.000	1.000	1.000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	53	0	84	52	0	83	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	0	594	411	225	519	0	273	4	431	0	0	0	
Peak Hour Factor	1.000	0.983	0.983	0.983	0.983	1.000	0.983	0.983	0.983	1.000	1.000	1.000	
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Total 15-Minute Volume [veh/h]	0	151	105	57	132	0	69	1	110	0	0	0	
Total Analysis Volume [veh/h]	0	604	418	229	528	0	278	4	438	0	0	0	
Presence of On-Street Parking	No		No	No		No	No		No				
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
v di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
1 = 1	0			0			0			0			
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			- 0						- 0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h] v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0		
= '													

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Permi	Permi	Permi	Protec	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	21	0	18	39	0	0	51	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	7	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Version 2021 (SP 0-4)

Lane Group Calculations

Lane Group	С	С	L	С	С	R	
C, Cycle Length [s]	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	
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	38	38	13	55	27	27	
g / C, Green / Cycle	0.42	0.42	0.15	0.61	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.27	0.31	0.13	0.15	0.16	0.27	
s, saturation flow rate [veh/h]	1900	1660	1810	3618	1811	1615	
c, Capacity [veh/h]	791	692	264	2196	550	491	
d1, Uniform Delay [s]	20.95	22.13	37.56	8.13	25.82	29.91	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.04	6.95	8.34	0.26	0.74	5.85	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.65	0.74	0.87	0.24	0.51	0.89	
d, Delay for Lane Group [s/veh]	25.00	29.08	45.90	8.39	26.56	35.77	
Lane Group LOS	С	С	D	Α	С	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	8.42	9.29	5.22	1.94	4.97	9.53	
50th-Percentile Queue Length [ft/ln]	210.58	232.32	130.38	48.47	124.15	238.25	
95th-Percentile Queue Length [veh/ln]	13.18	14.29	8.96	3.49	8.62	14.59	
95th-Percentile Queue Length [ft/ln]	329.58	357.31	224.02	87.25	215.52	364.82	

Movement, Approach, & Intersection Results

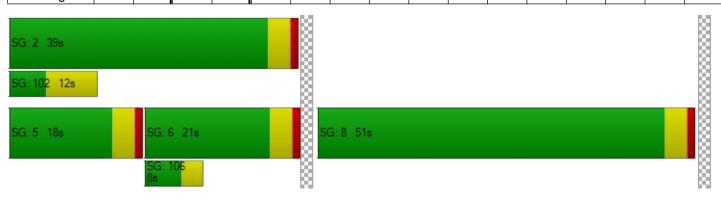
d_M, Delay for Movement [s/veh]	0.00	25.62	29.08	45.90	8.39	0.00	26.56	26.56	35.77	0.00	0.00	0.00
Movement LOS		С	С	D	Α		С	С	D			
d_A, Approach Delay [s/veh]		27.04			19.74			32.16				
Approach LOS		С		В				С			Α	
d_I, Intersection Delay [s/veh]						26	.30					
Intersection LOS						(0					
Intersection V/C	0.706											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.176	2.060
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	378	778	1044	0
d_b, Bicycle Delay [s]	29.61	16.81	10.27	45.00
I_b,int, Bicycle LOS Score for Intersection	2.403	2.184	2.748	4.132
Bicycle LOS	В	В	В	D

Sequence

	•			_		_											
	Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
	Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Г	Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 4: Alder Ave at Renaissance Pkwy

Control Type:SignalizedDelay (sec / veh):28.0Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:15 minutesVolume to Capacity (v/c):0.543

Intersection Setup

Name	Α	Alder Ave			Alder Ave			ssance	Pkwy	Rena	Pkwy	
Approach	No	orthbour	nd	Sc	Southbound			astboun	d	W	nd	
Lane Configuration	•	1 		•	1 		•	1 		طآه		
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			12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1 0 0		1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	305.0	100.0	100.0	280.0	100.0	100.0	315.0	100.0	100.0	315.0	100.0	100.0
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]		50.00			50.00			50.00				
Grade [%]		0.00			0.00		0.00			0.00		
Curb Present	No		No				No					
Crosswalk	Yes			Yes				Yes				

Name	Α	lder Ave	Э	A	Alder Ave	Э	Renai	ssance	Pkwy	Renaissance Pkwy		
Base Volume Input [veh/h]	35	638	39	225	546	121	95	206	41	50	132	185
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	0	15	22	15	15	0	0	0	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	674	40	245	579	138	112	210	42	51	135	204
Peak Hour Factor	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	10	178	11	65	153	37	30	56	11	13	36	54
Total Analysis Volume [veh/h]	38	713	42	259	613	146	119	222	44	54	143	216
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]	0		0				0					

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	23	0	31	45	0	10	26	0	10	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	С	L	С	С	L	С	С
C, Cycle Length [s]	90	90	90	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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	39	39	15	51	51	6	17	17	4	14	14
g / C, Green / Cycle	0.03	0.43	0.43	0.17	0.56	0.56	0.07	0.18	0.18	0.04	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.02	0.20	0.20	0.14	0.21	0.21	0.07	0.07	0.07	0.03	0.08	0.13
s, saturation flow rate [veh/h]	1810	1900	1863	1810	1900	1775	1810	1900	1793	1810	1900	1615
c, Capacity [veh/h]	62	816	800	302	1068	998	121	350	330	75	302	257
d1, Uniform Delay [s]	42.86	18.33	18.33	36.44	10.88	10.88	41.96	32.24	32.29	42.61	34.41	36.73
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.29	1.92	1.96	6.96	0.98	1.04	34.90	0.70	0.77	12.04	1.15	7.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.47	0.47	0.86	0.37	0.37	0.99	0.39	0.40	0.72	0.47	0.84
d, Delay for Lane Group [s/veh]	52.15	20.25	20.29	43.40	11.86	11.92	76.86	32.94	33.06	54.65	35.55	43.97
Lane Group LOS	D	С	С	D	В	В	Е	С	С	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.95	5.42	5.33	5.74	3.82	3.59	3.66	2.49	2.41	1.37	2.76	4.81
50th-Percentile Queue Length [ft/ln]	23.77	135.4	133.1	143.3	95.57	89.78	91.46	62.24	60.19	34.36	69.04	120.3
95th-Percentile Queue Length [veh/ln]	1.71	9.24	9.11	9.66	6.88	6.46	6.59	4.48	4.33	2.47	4.97	8.41
95th-Percentile Queue Length [ft/ln]	42.78	230.9	227.7	241.5	172.0	161.6	164.6	112.0	108.3	61.84	124.2	210.3

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.15 20.27 20.29 43.40 11.88 11.92 76.86 32.99 33.06							54.65	35.55	43.97		
Movement LOS	D	С	С	D	В	В	Е	С	С	D	D	D
d_A, Approach Delay [s/veh]		21.80			19.91			46.56				
Approach LOS		С		В				D		D		
d_I, Intersection Delay [s/veh]				•		27	.98					
Intersection LOS						()					
Intersection V/C	0.543											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.790	2.973	2.533	2.606
Crosswalk LOS	С	С	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	911	489	489
d_b, Bicycle Delay [s]	28.01	13.34	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	2.214	2.399	1.877	1.900
Bicycle LOS	В	В	Α	A

Sequence

	-			_		_											
	Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
	Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
	Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ī	Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 101: Sierra Lakes Pkwy at Truck Dwy (1)

Control Type:Two-way stopDelay (sec / veh):9.7Analysis Method:HCM 6th EditionLevel Of Service:AAnalysis Period:15 minutesVolume to Capacity (v/c):0.037

Intersection Setup

Name	Truck Dri	veway (1)	Sierra La	kes Pkwy	Sierra La	kes Pkwy
Approach	North	bound	East	oound	Westbound	
Lane Configuration	т		F		H	
Turning Movement	Left	Right	Thru	Right	Left	Thru
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		55	.00	55	.00
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Name	Truck Dri	veway (1)	Sierra La	kes Pkwy	Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	399	0	0	317
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	15	0	35	15
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	28	422	0	35	338
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	7	111	0	9	89
Total Analysis Volume [veh/h]	0	29	444	0	37	356
Pedestrian Volume [ped/h]	()	()	0	

Version 2021 (SP 0-4)

Intersection Settings

Priority Scheme	Stop	Free	Free
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	0.04	0.00	0.00	0.03	0.00			
d_M, Delay for Movement [s/veh]	15.00	9.74	0.00	0.00	8.30	0.00			
Movement LOS	С	Α	Α	А	А	А			
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.10	0.05			
95th-Percentile Queue Length [ft/ln]	2.86	2.86	0.00	0.00	2.54	1.27			
d_A, Approach Delay [s/veh]	9.	74	0.00		0.78				
Approach LOS	F	١	Į.	١	A				
d_I, Intersection Delay [s/veh]	0.68								
Intersection LOS	A								



Intersection Level Of Service Report Intersection 102: Sierra Lakes Pkwy at Truck Dwy (2)

Control Type:Two-way stopDelay (sec / veh):9.9Analysis Method:HCM 6th EditionLevel Of Service:AAnalysis Period:15 minutesVolume to Capacity (v/c):0.042

Intersection Setup

Name			Sierra La	kes Pkwy	Sierra La	kes Pkwy
Approach	North	bound	East	oound	Westbound	
Lane Configuration	T		F		41	
Turning Movement	Left	Right	Thru	Right	Left	Thru
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	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30	.00	55	.00	55	.00
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Name			Sierra La	kes Pkwy	Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	399	0	0	317
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	43	0	35	50
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	2	0	0	2	-2
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	30	450	0	37	371
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	8	118	0	10	98
Total Analysis Volume [veh/h]	0	32	474	0	39	391
Pedestrian Volume [ped/h]	(0 0		0		

Version 2021 (SP 0-4)

Intersection Settings

Priority Scheme	Stop	Free	Free
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	0.04	0.00	0.00	0.04	0.00		
d_M, Delay for Movement [s/veh]	15.83	9.87	0.00	0.00	8.40	0.00		
Movement LOS	С	Α	Α	А	Α	Α		
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.11	0.06		
95th-Percentile Queue Length [ft/ln]	3.24	3.24	0.00	0.00	2.76	1.38		
d_A, Approach Delay [s/veh]	9.8	37	0.00		0.76			
Approach LOS	F	٨	Į.	4	A			
d_I, Intersection Delay [s/veh]	0.69							
Intersection LOS	A							



Intersection Level Of Service Report Intersection 103: Sierra Lakes Pkwy at Truck Dwy (3)

Control Type:Two-way stopDelay (sec / veh):10.0Analysis Method:HCM 6th EditionLevel Of Service:AAnalysis Period:15 minutesVolume to Capacity (v/c):0.038

Intersection Setup

Name	PC Dr	iveway	Sierra La	kes Pkwy	Sierra La	kes Pkwy
Approach	North	bound	Eastb	ound	Westbound	
Lane Configuration	₩.		F		ना	
Turning Movement	Left	Right	Thru	Right	Left	Thru
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		55.00		55.00	
Grade [%]	0.	00	0.00		0.00	
Crosswalk	Yes		No		No	

Name	PC Dri	veway	Sierra La	kes Pkwy	Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	399	0	0	317
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	71	0	35	86
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	28	478	0	35	409
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	7	126	0	9	108
Total Analysis Volume [veh/h]	0	29	503	0	37	431
Pedestrian Volume [ped/h]	()	()	0	

Version 2021 (SP 0-4)

Intersection Settings

Priority Scheme	Stop	Free	Free
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	0.04	0.01	0.00	0.03	0.00	
d_M, Delay for Movement [s/veh]	16.54 9.96		0.00	0.00	8.48	0.00	
Movement LOS	С	C A		А	Α	Α	
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.11	0.05	
95th-Percentile Queue Length [ft/ln]	2.99	2.99	0.00	0.00	2.68	1.34	
d_A, Approach Delay [s/veh]	9.96		0.00		0.67		
Approach LOS	F	١	Į.	١	A		
d_I, Intersection Delay [s/veh]			0.0	60			
Intersection LOS	A						



Intersection Level Of Service Report Intersection 104: Sierra Lakes Pkwy at Truck Dwy (4)

Control Type:Two-way stopDelay (sec / veh):10.1Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:15 minutesVolume to Capacity (v/c):0.039

Intersection Setup

Name	Sierra Lakes F		kes Pkwy	Sierra Lakes Pkwy			
Approach	Northbound		Eastb	Eastbound		bound	
Lane Configuration	Ψ.		1		11		
Turning Movement	Left	Right	Thru	Right	Left	Thru	
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	55	00	55.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Name			Sierra La	kes Pkwy	Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	399	0	0	317
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	2.00	2.00	0.00
Growth Factor	1.0200	1.0200	1.0200	1.0000	1.0000	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	98	0	0	121
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	28	505	0	0	444
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	133	0	0	117
Total Analysis Volume [veh/h]	0	29	532	0	0	467
Pedestrian Volume [ped/h]	(0)	0	

Version 2021 (SP 0-4) Intersection Settings

Priority Scheme	Stop	Free	Free
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	0.04	0.01	0.00	0.00	0.00		
d_M, Delay for Movement [s/veh]	15.68	10.08	0.00	0.00	0.00	0.00		
Movement LOS	СВ		А			А		
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.00	0.00		
95th-Percentile Queue Length [ft/ln]	3.06	3.06	0.00	0.00	0.00	0.00		
d_A, Approach Delay [s/veh]	10	.08	0.00		0.00			
Approach LOS	E	3	A		A			
d_I, Intersection Delay [s/veh]	0.28							
Intersection LOS	В							



Intersection Level Of Service Report Intersection 105: Sierra Lakes Pkwy at PC Dwy

Control Type:Two-way stopDelay (sec / veh):12.0Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:15 minutesVolume to Capacity (v/c):0.288

Intersection Setup

Name			Sierra La	kes Pkwy	Sierra Lakes Pkwy		
Approach	Northbound		East	Eastbound		bound	
Lane Configuration	₩.		F		ना		
Turning Movement	Left	Right	Thru	Right	Left	Thru	
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	55	.00	55.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Y	es	Yes		

Name			Sierra La	kes Pkwy	Sierra Lakes Pkwy		
Base Volume Input [veh/h]	0	0	399	399 0		317	
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	
In-Process Volume [veh/h]	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	148	111	15	136	121	
Diverted Trips [veh/h]	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	50	-25	25	26	-26	
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	198	493	40	162	418	
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	52	130	11	43	110	
Total Analysis Volume [veh/h]	0	208	519	42	171	440	
Pedestrian Volume [ped/h]	0		()	0		

Version 2021 (SP 0-4)

Intersection Settings

Priority Scheme	Stop	Free	Free
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	0.29	0.01	0.00	0.17	0.00	
d_M, Delay for Movement [s/veh]	28.28	11.98	0.00	0.00 0.00		0.00	
Movement LOS	D B		Α	А	Α	Α	
95th-Percentile Queue Length [veh/ln]	1.19	1.19	0.00	0.00	0.60	0.30	
95th-Percentile Queue Length [ft/ln]	29.76	29.76	0.00	0.00	15.02	7.51	
d_A, Approach Delay [s/veh]	11.	.98	0.00		2.59		
Approach LOS	Е	3	Α		A	1	
d_I, Intersection Delay [s/veh]			2.9	95			
Intersection LOS	В						



Rialto Travel Center

Vistro File: K:\...\Updated_Rialto Travel Ctr AM.vistro

Report File: K:\...\5 OY 2022 CUM AM.pdf

Scenario 5 OY 2022 Cum AM 9/19/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alder Ave at Casmalia St	Signalized	HCM 6th Edition	WB Left	0.460	86.1	F
2	Alder Ave at SR-210 WB Ramps	Signalized	HCM 6th Edition	WB Left	1.031	90.0	F
3	Alder Ave at SR-210 EB Ramps	Signalized	HCM 6th Edition	EB Right	1.082	98.2	F
4	Alder Ave at Renaissance Pkwy	Signalized	HCM 6th Edition	EB Left	0.956	81.5	F

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: Alder Ave at Casmalia St

Control Type:SignalizedDelay (sec / veh):86.1Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:15 minutesVolume to Capacity (v/c):0.460

Intersection Setup

Name	Α	Alder Ave		Alder Ave		Sierra Lakes Pkwy		Pkwy	Casmalia St		St	
Approach	No	Northbound		Southbound		Eastbound		d	Westbound		nd	
Lane Configuration	пIF		חוור		٦١٢			לורר				
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	2	0	0
Entry Pocket Length [ft]	115.0	100.0	100.0	210.0	100.0	100.0	180.0	100.0	100.0	100.0	100.0	100.0
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]		50.00			50.00		55.00			55.00		
Grade [%]	0.00			0.00		0.00			0.00			
Curb Present	No		No		No		No					
Crosswalk		Yes			Yes			Yes			Yes	



Name	Α	lder Ave	Э	Δ	Alder Ave	е	Sierra	Lakes	Pkwy	Ca	St	
Base Volume Input [veh/h]	79	75	175	8	69	8	13	70	49	261	120	12
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
In-Process Volume [veh/h]	56	106	131	0	101	0	0	21	56	111	20	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]	137	183	310	8	171	8	13	92	106	377	142	12
Peak Hour Factor	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	43	57	96	2	53	2	4	29	33	117	44	4
Total Analysis Volume [veh/h]	170	228	386	10	213	10	16	114	132	469	177	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0	-		0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0			0		0					
		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0										

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
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	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	25	55	0	9	39	0	13	41	0	15	43	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	30	0	0	32	0	0	32	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	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	R	L	С	С	L	С	С
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	79	79	1	68	68	2	12	12	11	21	21
g / C, Green / Cycle	0.11	0.66	0.66	0.01	0.56	0.56	0.02	0.10	0.10	0.09	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.09	0.12	0.24	0.01	0.06	0.01	0.01	0.06	0.08	0.13	0.05	0.05
s, saturation flow rate [veh/h]	1810	1900	1615	1810	3618	1615	1810	1900	1615	3514	1900	1848
c, Capacity [veh/h]	200	1256	1067	22	2035	909	32	194	165	322	334	325
d1, Uniform Delay [s]	52.40	7.84	9.06	58.89	12.20	11.55	58.41	51.48	52.69	54.50	42.94	42.94
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.67	0.32	0.95	14.29	0.10	0.02	11.58	2.83	8.69	208.9	0.48	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	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.18	0.36	0.46	0.10	0.01	0.50	0.59	0.80	1.46	0.29	0.29
d, Delay for Lane Group [s/veh]	62.07	8.15	10.01	73.18	12.30	11.58	69.99	54.30	61.38	263.4	43.41	43.44
Lane Group LOS	Е	Α	В	Е	В	В	Е	D	Е	F	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.39	2.05	4.08	0.38	1.25	0.11	0.57	3.30	4.12	14.00	2.45	2.39
50th-Percentile Queue Length [ft/ln]	134.7	51.28	102.0	9.49	31.20	2.85	14.17	82.42	103.1	350.1	61.16	59.71
95th-Percentile Queue Length [veh/ln]	9.20	3.69	7.35	0.68	2.25	0.21	1.02	5.93	7.42	22.71	4.40	4.30
95th-Percentile Queue Length [ft/ln]	229.9	92.30	183.6	17.08	56.16	5.13	25.50	148.3	185.6	567.8	110.1	107.4

Movement, Approach, & Intersection Results

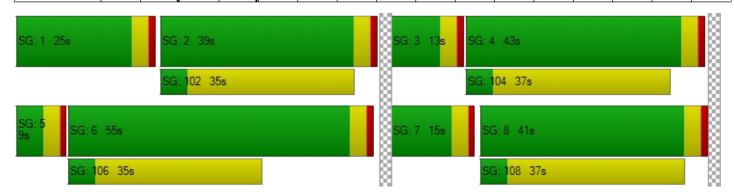
d_M, Delay for Movement [s/veh]	62.07	8.15	10.01	73.18	12.30	11.58	69.99	54.30	61.38	263.4	43.42	43.44
Movement LOS	Е	Α	В	Е	В	В	Е	D	Е	F	D	D
d_A, Approach Delay [s/veh]		20.76			14.88			58.83			199.55	
Approach LOS	C B E							F				
d_I, Intersection Delay [s/veh]						86	.11			•		
Intersection LOS	F											
Intersection V/C	0.460											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.834	2.601	2.536	2.817
Crosswalk LOS	С	В	В	С
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	850	583	617	650
d_b, Bicycle Delay [s]	19.84	30.10	28.70	27.34
I_b,int, Bicycle LOS Score for Intersection	2.206	1.752	1.776	2.105
Bicycle LOS	В	A	A	В

Sequence

•			_		_											
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 2: Alder Ave at SR-210 WB Ramps

Control Type:SignalizedDelay (sec / veh):90.0Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:15 minutesVolume to Capacity (v/c):1.031

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	Э	SR-210	WB Or	n-Ramp	SR-210	f-Ramp		
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	ıd	W	Westbound		
Lane Configuration		пII			1F					마			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0	
Entry Pocket Length [ft]	115.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	405.0	100.0	100.0	
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 0.0			0.00 0.00		0.00	
Speed [mph]	50.00				50.00			30.00		30.00			
Grade [%]	0.00				0.00			0.00	0.00				
Curb Present		No			No					No			
Crosswalk	No			No				Yes					



Name	Δ	Alder Ave	е	A	Alder Av	e	SR-210) WB Or	n-Ramp	SR-210	WB Of	f-Ramp
Base Volume Input [veh/h]	335	328	0	0	319	379	0	0	0	299	3	285
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Growth Factor	1.020	1.020	1.000	1.000	1.020	1.020	1.000	1.000	1.000	1.020	1.020	1.020
In-Process Volume [veh/h]	195	286	0	0	239	30	0	0	0	304	0	6
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]	537	621	0	0	564	417	0	0	0	609	3	297
Peak Hour Factor	0.902	0.902	1.000	1.000	0.902	0.902	1.000	1.000	1.000	0.902	0.902	0.902
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	149	172	0	0	156	116	0	0	0	169	1	82
Total Analysis Volume [veh/h]	595	688	0	0	625	462	0	0	0	675	3	329
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
	0			0				0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0		0								
v_di, Inbound Pedestrian Volume crossing major street [ped/h] v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	
= '					0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0										

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi
Signal Group	1	6	0	0	2	0	0	0	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	5	0	0	5	0	0	0	0	5	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	29	58	0	0	29	0	0	0	0	32	32	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	3	0	0	0	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Version 2021 (SP 0-4)

Lane Group Calculations

Lane Group	L	С	С	С	L	С
C, Cycle Length [s]	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
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	25	54	25	25	28	28
g / C, Green / Cycle	0.28	0.60	0.28	0.28	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.33	0.19	0.29	0.33	0.37	0.21
s, saturation flow rate [veh/h]	1810	3618	1900	1652	1810	1617
c, Capacity [veh/h]	503	2171	528	459	563	503
d1, Uniform Delay [s]	32.50	8.89	32.50	32.50	31.00	26.87
k, delay calibration	0.44	0.50	0.50	0.50	0.50	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	99.58	0.38	47.02	103.18	105.85	2.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

X, volume / capacity	1.18	0.32	1.03	1.18	1.20	0.66
d, Delay for Lane Group [s/veh]	132.08	9.28	79.52	135.68	136.85	29.18
Lane Group LOS	F	Α	F	F	F	С
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	23.83	2.75	17.32	22.22	28.27	6.31
50th-Percentile Queue Length [ft/ln]	595.75	68.82	432.90	555.41	706.76	157.81
95th-Percentile Queue Length [veh/ln]	35.08	4.95	24.58	32.98	41.26	10.43
95th-Percentile Queue Length [ft/ln]	877.01	123.87	614.60	824.46	1031.41	260.82



Version 2021 (SP 0-4)

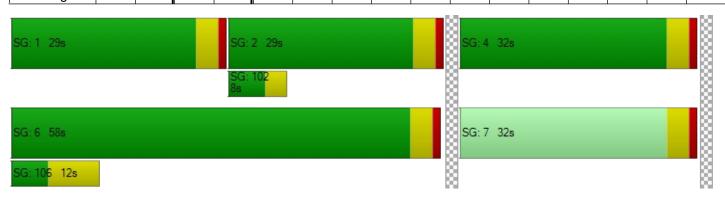
Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	132.0	9.28	0.00	0.00	86.84	135.6	0.00	0.00	0.00	136.8	29.18	29.18	
Movement LOS	F	Α			F	F				F	С	С	
d_A, Approach Delay [s/veh]		66.23			107.60			0.00			101.35		
Approach LOS		Е			F			Α					
d_I, Intersection Delay [s/veh]						90.	02			•			
Intersection LOS	F												
Intersection V/C	1.031												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.458	2.269
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	556	0	622
d_b, Bicycle Delay [s]	7.20	23.47	45.00	21.36
I_b,int, Bicycle LOS Score for Intersection	2.618	2.456	4.132	3.221
Bicycle LOS	В	В	D	С

•			_		_											
Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 3: Alder Ave at SR-210 EB Ramps

Control Type:SignalizedDelay (sec / veh):98.2Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:15 minutesVolume to Capacity (v/c):1.082

Name	Α	lder Av	е	A	Alder Ave	Э	SR-210	EB Off	-Ramp	SR-210 EB On-Ran		
Approach	No	orthbour	nd	Southbound			Eastbound			W	nd	
Lane Configuration		1H		اات				1 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	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	120.0	100.0	100.0	100.0	100.0	415.0	100.0	100.0	100.0
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]		50.00			50.00			30.00				
Grade [%]	0.00				0.00			0.00		0.00		
Curb Present	No			No				No				
Crosswalk	No			No				Yes				



Volumes

Name	A	Alder Av	e	P	Alder Av	e	SR-210	EB Of	f-Ramp	SR-210	SR-210 EB On-Ramp			
Base Volume Input [veh/h]	0	418	296	258	366	0	250	1	461	0	0	0		
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00		
Growth Factor	1.000	1.020	1.020	1.020	1.020	1.000	1.020	1.020	1.020	1.000	1.000	1.000		
In-Process Volume [veh/h]	0	442	192	15	531	0	40	0	327	0	0	0		
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0		
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0		
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0		
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0		
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0		
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0		
Total Hourly Volume [veh/h]	0	868	494	278	904	0	295	1	797	0	0	0		
Peak Hour Factor	1.000	0.972	0.972	0.972	0.972	1.000	0.972	0.972	0.972	1.000	1.000	1.000		
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		
Total 15-Minute Volume [veh/h]	0	223	127	72	233	0	76	0	205	0	0	0		
Total Analysis Volume [veh/h]	0	893	508	286	930	0	303	1	820	0	0	0		
Presence of On-Street Parking	No		No	No		No	No		No					
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0		
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0		
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0			
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0			
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0			
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0				
v ab, Corner Pedestrian Volume [ped/h]	0			0			0				0			
v_ab, Comer Pedestrian volume [ped/ii]														

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Permi	Permi	Permi	Protec	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	34	0	16	50	0	0	40	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	7	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	С	С	L	С	С	R	
C, Cycle Length [s]	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	
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	30	30	12	46	36	36	
g / C, Green / Cycle	0.33	0.33	0.13	0.51	0.40	0.40	
(v / s)_i Volume / Saturation Flow Rate	0.37	0.42	0.16	0.26	0.17	0.51	
s, saturation flow rate [veh/h]	1900	1684	1810	3618	1810	1615	
c, Capacity [veh/h]	633	561	241	1849	724	646	
d1, Uniform Delay [s]	30.00	30.00	39.00	14.48	19.47	27.00	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	68.40	125.73	92.70	0.98	0.39	133.16	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

X, volume / capacity	1.11	1.25	1.19	0.50	0.42	1.27	
d, Delay for Lane Group [s/veh]	98.40	155.73	131.70	15.46	19.86	160.16	
Lane Group LOS	F	F	F	В	В	F	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	24.26	30.45	11.19	5.53	4.50	36.94	
50th-Percentile Queue Length [ft/ln]	606.60	761.32	279.72	138.20	112.62	923.49	
95th-Percentile Queue Length [veh/ln]	34.52	45.10	17.88	9.38	7.99	54.59	
95th-Percentile Queue Length [ft/ln]	863.07	1127.38	446.98	234.60	199.64	1364.74	

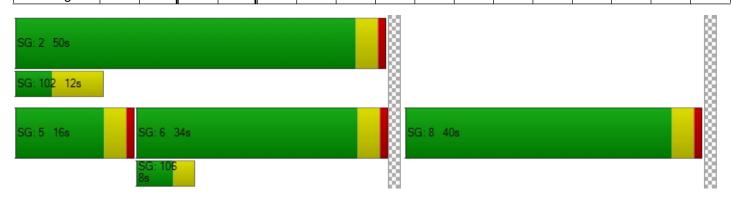
Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	110.7	155.7	131.7	15.46	0.00	19.86	19.86	160.1	0.00	0.00	0.00
Movement LOS		F	F	F	В		В	В	F			
d_A, Approach Delay [s/veh]	127.07 42.80 122.21									0.00		
Approach LOS		F			D			F				
d_I, Intersection Delay [s/veh]						98	.22					
Intersection LOS	F											
Intersection V/C	1.082											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.307	2.200
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	1022	800	0
d_b, Bicycle Delay [s]	20.00	10.76	16.20	45.00
I_b,int, Bicycle LOS Score for Intersection	2.715	2.563	3.414	4.132
Bicycle LOS	В	В	С	D

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





Intersection Level Of Service Report Intersection 4: Alder Ave at Renaissance Pkwy

Control Type:SignalizedDelay (sec / veh):81.5Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:15 minutesVolume to Capacity (v/c):0.956

Name	Α	lder Av	е	Α	Alder Ave			Renaissance Pkwy			Renaissance Pkv		
Approach	Northbound			Sc	outhbou	nd	Eastbound			Westbound			
Lane Configuration	ヿ			ᆌ			•	<u> 11</u>		٦١٢			
Turning Movement	Left Thru Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00 12.00 12.00			12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1 0 0			1	0	0	1	0	0	1	0	0	
Entry Pocket Length [ft]	305.0	100.0	100.0	280.0	100.0	100.0	315.0	100.0	100.0	315.0	100.0	100.0	
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		0.00	
Speed [mph]		50.00		50.00			50.00			50.00			
Grade [%]	0.00				0.00		0.00				0.00		
Curb Present	No			No			No			No			
Crosswalk	Yes				Yes			Yes		Yes			



Name	Α	lder Av	е	P	Alder Ave	е	Renai	ssance	Pkwy	Renai	issance	Pkwy
Base Volume Input [veh/h]	88	397	17	201	569	63	91	155	51	20	146	215
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
In-Process Volume [veh/h]	0	356	23	268	490	18	35	85	0	21	81	276
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	761	40	473	1070	82	128	243	52	41	230	495
Peak Hour Factor	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	25	214	11	133	301	23	36	68	15	12	65	139
Total Analysis Volume [veh/h]	101	855	45	531	1202	92	144	273	58	46	258	556
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0				0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0				0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
	0			0			0					
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	23	0	27	41	0	10	26	0	14	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	С	С	L	С	С	L	С	С	L	С	С
C, Cycle Length [s]	90	90	90	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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	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	19	19	23	37	37	6	29	29	3	26	26
g / C, Green / Cycle	0.06	0.21	0.21	0.26	0.41	0.41	0.07	0.32	0.32	0.04	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.06	0.24	0.24	0.29	0.34	0.35	0.08	0.09	0.09	0.03	0.14	0.34
s, saturation flow rate [veh/h]	1810	1900	1867	1810	1900	1853	1810	1900	1787	1810	1900	1615
c, Capacity [veh/h]	101	401	394	462	781	762	121	601	565	71	549	467
d1, Uniform Delay [s]	42.50	35.50	35.50	33.50	23.70	23.94	42.00	23.08	23.12	42.63	26.33	32.00
k, delay calibration	0.11	0.50	0.50	0.36	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.48
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	42.89	85.90	86.27	84.09	10.00	11.22	103.8	0.25	0.28	9.62	0.63	105.0
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

X, volume / capacity	1.00	1.13	1.13	1.15	0.83	0.85	1.19	0.28	0.29	0.65	0.47	1.19
d, Delay for Lane Group [s/veh]	85.39	121.4	121.7	117.5	33.70	35.16	145.8	23.34	23.39	52.25	26.96	137.0
Lane Group LOS	F	F	F	F	С	D	F	С	С	D	С	F
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.31	17.67	17.40	20.01	12.94	13.19	6.01	2.51	2.40	1.14	4.27	22.78
50th-Percentile Queue Length [ft/ln]	82.68	441.7	435.0	500.1	323.4	329.7	150.1	62.76	60.12	28.62	106.7	569.5
95th-Percentile Queue Length [veh/ln]	5.95	26.22	25.87	29.55	18.84	19.15	10.56	4.52	4.33	2.06	7.66	33.86
95th-Percentile Queue Length [ft/ln]	148.8	655.5	646.8	738.8	470.9	478.6	263.9	112.9	108.2	51.51	191.4	846.6

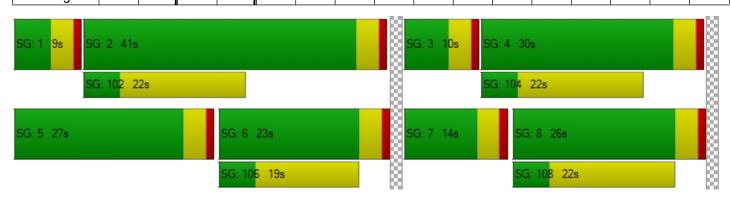
Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	85.39	121.5	121.7	117.5	34.37	35.16	145.8	23.36	23.39	52.25	26.96	137.0
Movement LOS	F	F	F	F	С	D	F	С	С	D	С	F
d_A, Approach Delay [s/veh]		117.93			58.62			60.49			99.45	
Approach LOS		F		E				Е			F	
d_I, Intersection Delay [s/veh]						81.	.54					
Intersection LOS						F	=					
Intersection V/C	0.956											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	3.051	3.400	2.602	2.857
Crosswalk LOS	С	С	В	С
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	822	489	578
d_b, Bicycle Delay [s]	28.01	15.61	25.69	22.76
I_b,int, Bicycle LOS Score for Intersection	2.385	3.065	1.951	2.269
Bicycle LOS	В	С	A	В

	-			_		_											
	Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
	Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
	Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ī	Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Rialto Travel Center

Vistro File: K:\...\Updated_Rialto Travel Ctr PM.vistro

Scenario 5 OY 2022 Cum PM

Report File: K:\...\5 OY 2022 CUM PM.pdf

9/19/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alder Ave at Casmalia St	Signalized	HCM 6th Edition	WB Left	0.532	68.2	Е
2	Alder Ave at SR-210 WB Ramps	Signalized	HCM 6th Edition	NB Left	1.108	113.9	F
3	Alder Ave at SR-210 EB Ramps	Signalized	HCM 6th Edition	EB Right	1.010	73.7	Е
4	Alder Ave at Renaissance Pkwy	Signalized	HCM 6th Edition	NB Right	0.971	88.1	F

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: Alder Ave at Casmalia St

Control Type:SignalizedDelay (sec / veh):68.2Analysis Method:HCM 6th EditionLevel Of Service:EAnalysis Period:15 minutesVolume to Capacity (v/c):0.532

Name	Α	lder Av	е	A	Alder Ave			Lakes	Pkwy	Ca	St	
Approach	No	Northbound			Southbound			astboun	d	W	nd	
Lane Configuration	•	٦lb			ıllr	•	•	<u> 11</u>		לורר		
Turning Movement	Left	Left Thru Right I			Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	2	0	0
Entry Pocket Length [ft]	115.0	100.0	100.0	210.0	100.0	100.0	180.0	100.0	100.0	290.0	100.0	100.0
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]		50.00			50.00		55.00					
Grade [%]	0.00				0.00			0.00				
Curb Present	No			No				No		No		
Crosswalk	Yes			Yes				Yes				



Volumes

Name	Α	lder Ave	е	A	Alder Ave	е	Sierra	Lakes	Pkwy	Ca	St	
Base Volume Input [veh/h]	95	74	245	24	102	28	11	258	130	301	194	5
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
In-Process Volume [veh/h]	45	149	102	0	135	0	0	18	45	117	17	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]	142	224	352	24	239	29	11	281	178	424	215	5
Peak Hour Factor	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	39	62	97	7	66	8	3	77	49	117	59	1
Total Analysis Volume [veh/h]	157	247	388	26	264	32	12	310	196	467	237	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0			0			
Bicycle Volume [bicycles/h]	0			0				0				

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
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	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	24	54	0	9	39	0	9	41	0	16	48	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	30	0	0	32	0	0	32	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0



Lane Group Calculations

Lane Group	L	С	С	L	С	R	L	С	С	L	С	С
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	69	69	3	60	60	2	20	20	12	30	30
g / C, Green / Cycle	0.10	0.58	0.58	0.02	0.50	0.50	0.01	0.17	0.17	0.10	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.09	0.13	0.24	0.01	0.07	0.02	0.01	0.14	0.14	0.13	0.06	0.06
s, saturation flow rate [veh/h]	1810	1900	1615	1810	3618	1615	1810	1900	1660	3514	1900	1884
c, Capacity [veh/h]	187	1093	929	44	1795	801	26	318	277	351	481	476
d1, Uniform Delay [s]	52.82	12.45	14.26	57.94	16.43	15.54	58.70	48.41	48.63	54.00	35.78	35.78
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.58	0.48	1.38	11.82	0.17	0.09	12.66	5.91	7.83	152.3	0.27	0.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

<u> </u>												
X, volume / capacity	0.84	0.23	0.42	0.59	0.15	0.04	0.47	0.84	0.86	1.33	0.25	0.25
d, Delay for Lane Group [s/veh]	62.39	12.93	15.64	69.75	16.61	15.63	71.37	54.32	56.47	206.3	36.06	36.06
Lane Group LOS	E	В	В	Е	В	В	E	D	E	F	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.99	3.08	5.64	0.90	1.89	0.44	0.44	7.89	7.25	12.51	2.76	2.74
50th-Percentile Queue Length [ft/ln]	124.6	77.12	141.0	22.57	47.28	11.11	10.97	197.1	181.3	312.7	68.99	68.45
95th-Percentile Queue Length [veh/ln]	8.65	5.55	9.54	1.63	3.40	0.80	0.79	12.49	11.67	20.21	4.97	4.93
95th-Percentile Queue Length [ft/ln]	216.1	138.8	238.4	40.63	85.10	20.00	19.74	312.2	291.7	505.3	124.1	123.2

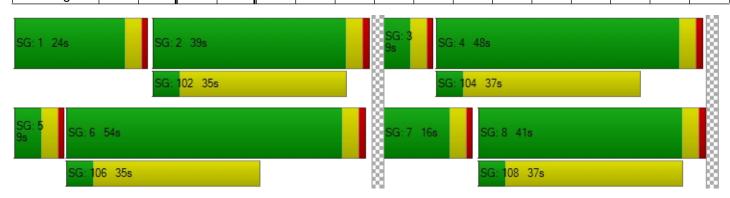
Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	62.39	12.93	15.64	69.75	16.61	15.63	71.37	54.62	56.47	206.3	36.06	36.06
Movement LOS	Е	В	В	Е	В	В	Е	D	Е	F	D	D
d_A, Approach Delay [s/veh]		24.06		20.80			55.71					
Approach LOS		С		С				Е		F		
d_I, Intersection Delay [s/veh]				•		68	.21					
Intersection LOS	E											
Intersection V/C	0.532											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.874	2.627	2.653	2.895
Crosswalk LOS	С	В	В	С
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	833	583	617	733
d_b, Bicycle Delay [s]	20.42	30.10	28.70	24.07
I_b,int, Bicycle LOS Score for Intersection	2.213	1.825	1.987	2.145
Bicycle LOS	В	A	A	В

•			_		_											
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 2: Alder Ave at SR-210 WB Ramps

Control Type:SignalizedDelay (sec / veh):113.9Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:15 minutesVolume to Capacity (v/c):1.108

Name	Δ	lder Av	е	A	Alder Ave	Э	SR-210	WB Or	n-Ramp	SR-210 WB Off-Ran			
Approach	No	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	пII			I F						7			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0	
Entry Pocket Length [ft]	115.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	405.0	100.0	100.0	
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]		50.00			50.00		30.00			30.00			
Grade [%]	0.00				0.00		0.00			0.00			
Curb Present	No			No							No		
Crosswalk	No				No	No Yes				Yes			



Volumes

Name	A	Alder Ave	e	A	Alder Av	e	SR-210 WB On-Ramp			SR-210	WB Of	f-Ramp
Base Volume Input [veh/h]	408	431	0	0	369	426	0	0	0	319	2	201
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Growth Factor	1.020	1.020	1.000	1.000	1.020	1.020	1.000	1.000	1.000	1.020	1.020	1.020
In-Process Volume [veh/h]	304	257	0	0	248	52	0	0	0	183	0	41
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]	720	697	0	0	624	487	0	0	0	508	2	246
Peak Hour Factor	0.917	0.917	1.000	1.000	0.917	0.917	1.000	1.000	1.000	0.917	0.917	0.917
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	196	190	0	0	170	133	0	0	0	138	1	67
Total Analysis Volume [veh/h]	785	760	0	0	680	531	0	0	0	554	2	268
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0				0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0					
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
	0			0			0				_	

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi
Signal Group	1	6	0	0	2	0	0	0	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	5	0	0	5	0	0	0	0	5	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	34	64	0	0	30	0	0	0	0	26	26	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	3	0	0	0	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	С	С	С	L	С
C, Cycle Length [s]	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
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	30	60	26	26	22	22
g / C, Green / Cycle	0.33	0.67	0.29	0.29	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.43	0.21	0.32	0.37	0.31	0.17
s, saturation flow rate [veh/h]	1810	3618	1900	1645	1810	1617
c, Capacity [veh/h]	603	2412	549	475	442	395
d1, Uniform Delay [s]	30.00	6.33	32.00	32.00	34.00	30.84
k, delay calibration	0.50	0.50	0.50	0.50	0.39	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	147.50	0.34	69.75	138.87	127.66	2.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

X, volume / capacity	1.30	0.32	1.10	1.27	1.25	0.68
d, Delay for Lane Group [s/veh]	177.50	6.67	101.75	170.87	161.66	32.93
Lane Group LOS	F	Α	F	F	F	С
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	36.36	2.30	21.43	27.68	25.06	5.42
50th-Percentile Queue Length [ft/ln]	909.03	57.48	535.74	692.09	626.38	135.43
95th-Percentile Queue Length [veh/ln]	53.99	4.14	30.81	41.55	37.48	9.23
95th-Percentile Queue Length [ft/ln]	1349.78	103.46	770.32	1038.71	937.01	230.86



Version 2021 (SP 0-4)

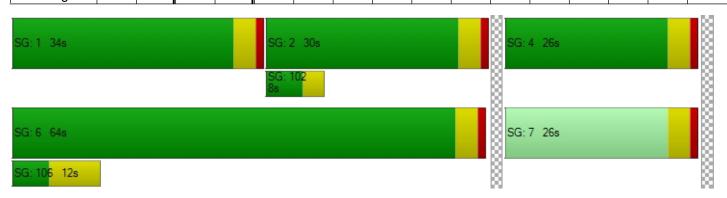
Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	177.5	6.67	0.00	0.00	109.3	170.8	0.00	0.00	0.00	161.6	32.93	32.93
Movement LOS	F	Α			F	F				F	С	С
d_A, Approach Delay [s/veh]		93.47		136.31			0.00					
Approach LOS		F		F			Α					
d_I, Intersection Delay [s/veh]				•		113	.95			•		
Intersection LOS	F											
Intersection V/C	1.108											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.710	2.210
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1333	578	0	489
d_b, Bicycle Delay [s]	5.00	22.76	45.00	25.69
I_b,int, Bicycle LOS Score for Intersection	2.834	2.559	4.132	2.919
Bicycle LOS	С	В	D	С

•			_		_											
Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 3: Alder Ave at SR-210 EB Ramps

Control Type:SignalizedDelay (sec / veh):73.7Analysis Method:HCM 6th EditionLevel Of Service:EAnalysis Period:15 minutesVolume to Capacity (v/c):1.010

Name	Α	lder Av	е	A	Alder Ave	Э	SR-210	EB Off	-Ramp	SR-210 EB On-Rar		
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	ıd	W	nd	
Lane Configuration		IF			пII			1 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	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	120.0	100.0	100.0	100.0	100.0	415.0	100.0	100.0	100.0
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]		50.00			50.00			30.00			30.00	-
Grade [%]		0.00			0.00		0.00				0.00	
Curb Present	No			No				No				
Crosswalk	No			No				Yes		Yes		



Volumes

Name	P	lder Av	е	P	Alder Av	е	SR-210	EB Of	f-Ramp	SR-210 EB On-Ramp			
Base Volume Input [veh/h]	0	530	403	138	458	0	186	4	423	0	0	0	
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00	
Growth Factor	1.000	1.020	1.020	1.020	1.020	1.000	1.020	1.020	1.020	1.000	1.000	1.000	
In-Process Volume [veh/h]	0	530	282	6	424	0	32	0	187	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	0	1071	693	147	891	0	222	4	618	0	0	0	
Peak Hour Factor	1.000	0.983	0.983	0.983	0.983	1.000	0.983	0.983	0.983	1.000	1.000	1.000	
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Total 15-Minute Volume [veh/h]	0	272	176	37	227	0	56	1	157	0	0	0	
Total Analysis Volume [veh/h]	0	1090	705	150	906	0	226	4	629	0	0	0	
Presence of On-Street Parking	No		No	No		No	No		No				
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0		0				0		0			
v_ab, Corner Pedestrian Volume [ped/h]		0			0		0			0			
	1	0		0			1	0		0			

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Permi	Permi	Permi	Protec	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	45	0	11	56	0	0	34	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	7	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	С	С	L	С	С	R	
C, Cycle Length [s]	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	
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	41	41	7	52	30	30	
g / C, Green / Cycle	0.46	0.46	0.08	0.58	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.47	0.54	0.08	0.25	0.13	0.39	
s, saturation flow rate [veh/h]	1900	1669	1810	3618	1811	1615	
c, Capacity [veh/h]	866	760	141	2090	604	538	
d1, Uniform Delay [s]	24.50	24.50	41.50	10.70	22.91	30.00	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	40.54	94.59	54.10	0.66	0.40	94.41	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

X, volume / capacity	1.04	1.18	1.07	0.43	0.38	1.17	
d, Delay for Lane Group [s/veh]	65.04	119.09	95.60	11.36	23.31	124.41	
Lane Group LOS	F	F	F	В	С	F	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	25.36	33.68	5.05	4.28	3.70	25.25	
50th-Percentile Queue Length [ft/ln]	633.92	842.06	126.37	106.95	92.44	631.18	
95th-Percentile Queue Length [veh/ln]	34.56	48.52	8.92	7.67	6.66	36.88	
95th-Percentile Queue Length [ft/ln]	863.89	1213.09	223.08	191.75	166.39	922.06	



Version 2021 (SP 0-4)

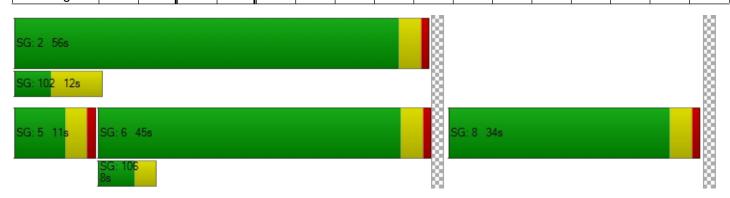
Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	74.59	119.0	95.60	11.36	0.00	23.31	23.31	124.4	0.00	0.00	0.00
Movement LOS		E	F	F	В		С	С	F			
d_A, Approach Delay [s/veh]		92.07			23.33			97.34			0.00	
Approach LOS		F			С			F			Α	
d_I, Intersection Delay [s/veh]						73	.72					
Intersection LOS						I	=					
Intersection V/C	1.010											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.221	2.262
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	1156	667	0
d_b, Bicycle Delay [s]	13.34	8.02	20.00	45.00
I_b,int, Bicycle LOS Score for Intersection	3.040	2.431	2.977	4.132
Bicycle LOS	С	В	С	D

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





Intersection Level Of Service Report Intersection 4: Alder Ave at Renaissance Pkwy

Control Type:SignalizedDelay (sec / veh):88.1Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:15 minutesVolume to Capacity (v/c):0.971

Name	Α	lder Av	е	P	Alder Av	е	Renai	ssance	Pkwy	Rena	Pkwy		
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	d	W	Westbound		
Lane Configuration	711			•	1 		•	1 		٦lb			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0	
Entry Pocket Length [ft]	305.0	100.0	100.0	280.0	100.0	100.0	315.0	100.0	100.0	315.0	100.0	100.0	
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]		50.00		50.00				50.00	50.00		50.00		
Grade [%]		0.00			0.00			0.00			0.00		
Curb Present		No		No				No		No			
Crosswalk	Yes			Yes				Yes		Yes			

Volumes

Name	Alder Ave			A	Alder Ave	e	Renai	ssance	Pkwy	Renaissance Pkwy			
Base Volume Input [veh/h]	35	638	39	225	546	121	95	206	41	50	132	185	
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	
In-Process Volume [veh/h]	0	481	20	247	342	40	28	70	0	18	70	244	
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]	36	1132	60	477	899	163	125	280	42	69	205	433	
Peak Hour Factor	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Total 15-Minute Volume [veh/h]	10	299	16	126	238	43	33	74	11	18	54	115	
Total Analysis Volume [veh/h]	38	1198	63	505	951	172	132	296	44	73	217	458	
Presence of On-Street Parking	No		No	No		No	No		No	No		No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0				0		0				0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0			
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0			
Bicycle Volume [bicycles/h]	0			0			0			0			

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	29	0	25	34	0	10	26	0	10	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	С	С	L	С	С	L	С	С	L	С	С
C, Cycle Length [s]	90	90	90	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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	25	25	21	43	43	6	23	23	5	22	22
g / C, Green / Cycle	0.03	0.28	0.28	0.23	0.48	0.48	0.07	0.26	0.26	0.05	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.02	0.33	0.34	0.28	0.30	0.31	0.07	0.09	0.09	0.04	0.11	0.28
s, saturation flow rate [veh/h]	1810	1900	1867	1810	1900	1801	1810	1900	1816	1810	1900	1615
c, Capacity [veh/h]	64	528	519	422	904	857	121	492	470	94	464	395
d1, Uniform Delay [s]	42.79	32.50	32.50	34.50	17.65	17.84	42.00	27.19	27.22	42.13	29.00	34.00
k, delay calibration	0.11	0.50	0.50	0.33	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.34
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.63	108.7	109.9	102.9	3.32	3.73	66.33	0.43	0.46	12.50	0.73	90.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

X, volume / capacity	0.60	1.20	1.21	1.20	0.63	0.65	1.09	0.35	0.36	0.77	0.47	1.16
d, Delay for Lane Group [s/veh]	51.41	141.2	142.4	137.4	20.98	21.57	108.3	27.61	27.68	54.62	29.73	124.1
Lane Group LOS	D	F	F	F	С	С	F	С	С	D	С	F
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.94	26.37	26.08	20.55	8.40	8.31	4.75	2.86	2.77	1.84	3.79	17.77
50th-Percentile Queue Length [ft/ln]	23.55	659.2	652.1	513.6	210.0	207.7	118.7	71.50	69.29	46.05	94.82	444.2
95th-Percentile Queue Length [veh/ln]	1.70	38.70	38.36	30.77	13.15	13.04	8.55	5.15	4.99	3.32	6.83	26.75
95th-Percentile Queue Length [ft/ln]	42.40	967.5	959.1	769.1	328.8	325.9	213.6	128.7	124.7	82.88	170.6	668.7

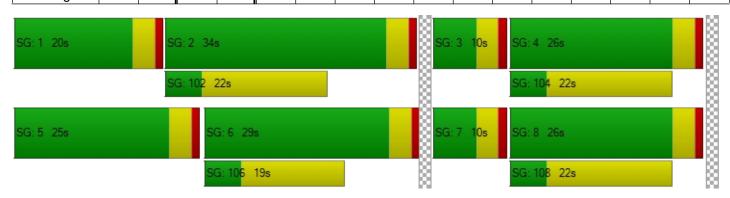
Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.41	141.8	142.4	137.4	21.22	21.57	108.3	27.64	27.68	54.62	29.73	124.1
Movement LOS	D	F	F	F	С	С	F	С	С	D	С	F
d_A, Approach Delay [s/veh]		139.23		57.32			50.21					
Approach LOS		F		Е				D				
d_I, Intersection Delay [s/veh]						88	.05					
Intersection LOS	F											
Intersection V/C	0.971											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	3.071	3.412	2.594	2.825
Crosswalk LOS	С	С	В	С
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	556	667	489	489
d_b, Bicycle Delay [s]	23.47	20.00	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	2.631	2.903	1.949	2.177
Bicycle LOS	В	С	A	В

•			_		_											
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Rialto Travel Center

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Scenario 6 OY 2022 Cum WP AM

9/19/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alder Ave at Casmalia St	Signalized	HCM 6th Edition	NB Left	0.705	118.8	F
2	Alder Ave at SR-210 WB Ramps	Signalized	HCM 6th Edition	SB Right	1.107	122.8	F
3	Alder Ave at SR-210 EB Ramps	Signalized	HCM 6th Edition	SB Left	1.147	118.7	F
4	Alder Ave at Renaissance Pkwy	Signalized	HCM 6th Edition	EB Left	1.000	93.7	F
101	Sierra Lakes Pkwy at Truck Dwy (1)	Two-way stop	HCM 6th Edition	NB Right	0.026	9.0	Α
102	Sierra Lakes Pkwy at Truck Dwy (2)	Two-way stop	HCM 6th Edition	NB Right	0.028	9.1	Α
103	Sierra Lakes Pkwy at Truck Dwy (3)	Two-way stop	HCM 6th Edition	NB Right	0.027	9.2	Α
104	Sierra Lakes Pkwy at Truck Dwy (4)	Two-way stop	HCM 6th Edition	NB Right	0.028	9.3	Α
105	Sierra Lakes Pkwy at PC Dwy	Two-way stop	HCM 6th Edition	NB Right	0.302	11.1	В

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: Alder Ave at Casmalia St

Control Type:SignalizedDelay (sec / veh):118.8Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:15 minutesVolume to Capacity (v/c):0.705

Name	Α	lder Av	е	P	Alder Ave	Э	Sierra	Lakes	Pkwy	Casmalia St			
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	d	W	Westbound		
Lane Configuration	711			7116			•	1 		לורר			
Turning Movement	Left Thru Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	2	0	0	
Entry Pocket Length [ft]	115.0	100.0	100.0	210.0	100.0	100.0	180.0	100.0	100.0	290.0	100.0	100.0	
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]		50.00			50.00			55.00			55.00		
Grade [%]	0.00				0.00		0.00			0.00			
Curb Present	No			No			No			No			
Crosswalk	Yes			Yes				Yes					

Name	<i>P</i>	Alder Av	e	P	Alder Av	e	Sierra	Lakes	Pkwy	Ca	St	
Base Volume Input [veh/h]	79	75	175	8	69	8	13	70	49	261	120	12
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
In-Process Volume [veh/h]	56	106	131	0	101	0	0	21	56	111	20	0
Site-Generated Trips [veh/h]	232	0	0	0	0	9	9	18	231	0	18	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]	369	183	310	8	171	17	22	110	337	377	160	12
Peak Hour Factor	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804	0.804
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	115	57	96	2	53	5	7	34	105	117	50	4
Total Analysis Volume [veh/h]	459	228	386	10	213	21	27	137	419	469	199	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0			0		0			0		
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	
v_do, Outbound Pedestrian Volume crossing major street [ped/h] v_di, Inbound Pedestrian Volume crossing major street [ped/h] v_co, Outbound Pedestrian Volume crossing minor street [ped/h] v_ci, Inbound Pedestrian Volume crossing minor street [ped/h] v_ab, Corner Pedestrian Volume [ped/h]		0 0 0 0 0			0 0 0 0 0			0 0 0 0 0			0 0 0 0 0	

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
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	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	25	55	0	9	39	0	13	41	0	15	43	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	30	0	0	32	0	0	32	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	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	R	L	С	С	L	С	С
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	21	58	58	1	39	39	3	33	33	11	41	41
g / C, Green / Cycle	0.18	0.49	0.49	0.01	0.32	0.32	0.03	0.28	0.28	0.09	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.25	0.12	0.24	0.01	0.06	0.01	0.01	0.07	0.26	0.13	0.06	0.06
s, saturation flow rate [veh/h]	1810	1900	1615	1810	3618	1615	1810	1900	1615	3514	1900	1854
c, Capacity [veh/h]	317	923	785	23	1170	522	48	525	447	322	650	634
d1, Uniform Delay [s]	49.50	18.03	20.85	58.81	29.17	27.82	57.75	33.85	42.41	54.50	27.56	27.56
k, delay calibration	0.46	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.34	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	217.9	0.64	2.20	12.32	0.34	0.14	10.19	0.26	22.96	208.9	0.12	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.45	0.25	0.49	0.43	0.18	0.04	0.57	0.26	0.94	1.46	0.17	0.17
d, Delay for Lane Group [s/veh]	267.4	18.67	23.05	71.12	29.52	27.96	67.93	34.11	65.38	263.4	27.68	27.69
Lane Group LOS	F	В	С	Е	С	С	Е	С	E	F	С	С
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	28.27	3.62	7.24	0.37	2.18	0.42	0.91	3.01	14.22	14.00	2.07	2.03
50th-Percentile Queue Length [ft/ln]	706.8	90.43	181.0	9.30	54.44	10.50	22.87	75.14	355.5	350.1	51.87	50.74
95th-Percentile Queue Length [veh/ln]	43.37	6.51	11.65	0.67	3.92	0.76	1.65	5.41	20.41	22.71	3.73	3.65
95th-Percentile Queue Length [ft/ln]	1084.	162.7	291.3	16.73	98.00	18.90	41.16	135.2	510.1	567.8	93.37	91.32

Movement, Approach, & Intersection Results

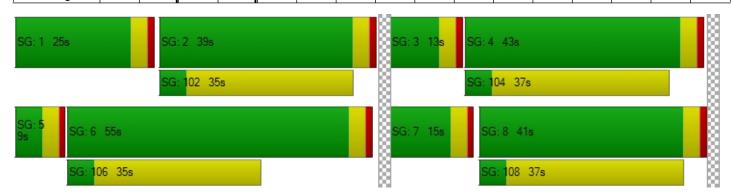
d_M, Delay for Movement [s/veh]	267.4	18.67	23.05	71.12	29.52	27.96	67.93	34.11	65.38	263.4	27.68	27.69
Movement LOS	F	В	С	Е	С	С	E	С	E	F	С	С
d_A, Approach Delay [s/veh]		126.68			31.09			58.15			189.59	
Approach LOS		F			С			Е			F	
d_I, Intersection Delay [s/veh]	118.81											
Intersection LOS						F	=					
Intersection V/C						0.7	705					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	3.022	2.607	2.766	2.830
Crosswalk LOS	С	В	С	С
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	850	583	617	650
d_b, Bicycle Delay [s]	19.84	30.10	28.70	27.34
I_b,int, Bicycle LOS Score for Intersection	2.445	1.761	2.041	2.123
Bicycle LOS	В	A	В	В

Sequence

	•			_		_											
I	Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
	Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ī	Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ī	Ring 4	-	-	-	-	_	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 2: Alder Ave at SR-210 WB Ramps

Control Type:SignalizedDelay (sec / veh):122.8Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:15 minutesVolume to Capacity (v/c):1.107

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	Э	SR-210	WB Or	n-Ramp	SR-210	f-Ramp		
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	ıd	W	nd		
Lane Configuration		пII			1F					44			
Turning Movement	Left	Left Thru Right			Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0	
Entry Pocket Length [ft]	115.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	405.0	100.0	100.0	
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]		50.00			50.00			30.00		30.00			
Grade [%]	0.00				0.00		0.00			0.00			
Curb Present	No			No						No			
Crosswalk	No			No				Yes			Yes		

Name	Δ	lder Av	е	A	Alder Av	е	SR-210) WB Or	n-Ramp	SR-210	f-Ramp	
Base Volume Input [veh/h]	335	328	0	0	319	379	0	0	0	299	3	285
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Growth Factor	1.020	1.020	1.000	1.000	1.020	1.020	1.000	1.000	1.000	1.020	1.020	1.020
In-Process Volume [veh/h]	195	286	0	0	239	30	0	0	0	304	0	6
Site-Generated Trips [veh/h]	0	148	0	0	147	84	0	0	0	0	0	84
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]	537	769	0	0	711	501	0	0	0	609	3	381
Peak Hour Factor	0.902	0.902	1.000	1.000	0.902	0.902	1.000	1.000	1.000	0.902	0.902	0.902
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	149	213	0	0	197	139	0	0	0	169	1	106
Total Analysis Volume [veh/h]	595	853	0	0	788	555	0	0	0	675	3	422
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	•
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0				0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0				0		0					
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0				0				
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0					
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi
Signal Group	1	6	0	0	2	0	0	0	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	5	0	0	5	0	0	0	0	5	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	29	58	0	0	29	0	0	0	0	32	32	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	3	0	0	0	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	С	С	С	L	С
C, Cycle Length [s]	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
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	25	54	25	25	28	28
g / C, Green / Cycle	0.28	0.60	0.28	0.28	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.33	0.24	0.35	0.40	0.37	0.26
s, saturation flow rate [veh/h]	1810	3618	1900	1658	1810	1617
c, Capacity [veh/h]	503	2171	528	461	563	503
d1, Uniform Delay [s]	32.50	9.42	32.50	32.50	31.00	28.97
k, delay calibration	0.44	0.50	0.50	0.50	0.50	0.30
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	99.58	0.54	136.81	217.82	105.85	10.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.18	0.39	1.27	1.46	1.20	0.84
d, Delay for Lane Group [s/veh]	132.08	9.96	169.31	250.32	136.85	39.05
Lane Group LOS	F	Α	F	F	F	D
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	23.83	3.63	30.48	36.96	28.27	9.67
50th-Percentile Queue Length [ft/ln]	595.75	90.64	762.01	924.12	706.76	241.87
95th-Percentile Queue Length [veh/ln]	35.08	6.53	45.20	56.75	41.26	14.78
95th-Percentile Queue Length [ft/ln]	877.01	163.16	1130.04	1418.79	1031.41	369.40

Movement, Approach, & Intersection Results

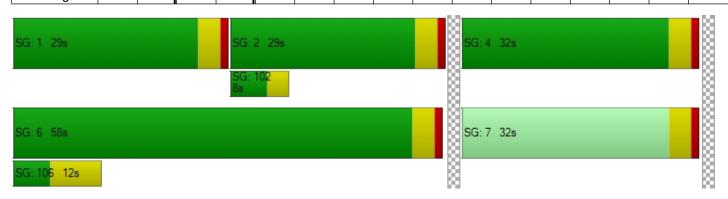
d_M, Delay for Movement [s/veh]	132.0	9.96	0.00	0.00	181.2	250.3	0.00	0.00	0.00	136.8	39.05	39.05
Movement LOS	F	Α			F	F				F	D	D
d_A, Approach Delay [s/veh]		60.14			209.82		0.00					
Approach LOS		Е			F		А				F	
d_I, Intersection Delay [s/veh]						122	2.81			•		
Intersection LOS	F											
Intersection V/C	1.107											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.549	2.299
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	556	0	622
d_b, Bicycle Delay [s]	7.20	23.47	45.00	21.36
I_b,int, Bicycle LOS Score for Intersection	2.754	2.668	4.132	3.375
Bicycle LOS	С	В	D	С

Sequence

•			_		_											
Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 3: Alder Ave at SR-210 EB Ramps

Control Type:SignalizedDelay (sec / veh):118.7Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:15 minutesVolume to Capacity (v/c):1.147

Intersection Setup

Name	Д	lder Av	е	A	Alder Ave	е	SR-210	EB Off	-Ramp	SR-210	EB On	-Ramp	
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	ıd	VV	Westbound		
Lane Configuration		IF			пII			1 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	1	0	0	0	0	1	0	0	0	
Entry Pocket Length [ft]	100.0	100.0	100.0	120.0	100.0	100.0	100.0	100.0	415.0	100.0	100.0	100.0	
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]		50.00		50.00 30.00					30.00				
Grade [%]		0.00			0.00			0.00			0.00		
Curb Present	No			No			No						
Crosswalk	No				No		Yes				Yes		



Name	P	Alder Av	е	A	Alder Ave	е	SR-210	EB Of	f-Ramp	SR-210	SR-210 EB On-Ramp				
Base Volume Input [veh/h]	0	418	296	258	366	0	250	1	461	0	0	0			
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00			
Growth Factor	1.000	1.020	1.020	1.020	1.020	1.000	1.020	1.020	1.020	1.000	1.000	1.000			
In-Process Volume [veh/h]	0	442	192	15	531	0	40	0	327	0	0	0			
Site-Generated Trips [veh/h]	0	64	0	84	63	0	84	0	0	0	0	0			
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0			
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0			
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0			
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0			
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0			
Total Hourly Volume [veh/h]	0	932	494	362	967	0	379	1	797	0	0	0			
Peak Hour Factor	1.000	0.972	0.972	0.972	0.972	1.000	0.972	0.972	0.972	1.000	1.000	1.000			
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Total 15-Minute Volume [veh/h]	0	240	127	93	249	0	97	0	205	0	0	0			
Total Analysis Volume [veh/h]	0	959	508	372	995	0	390	1	820	0	0	0			
Presence of On-Street Parking	No		No	No		No	No		No						
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0			
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0			
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0				
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0				
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0				
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0				
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0				
Bicycle Volume [bicycles/h]		0			0			0			0				

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Permi	Permi	Permi	Protec	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	34	0	16	50	0	0	40	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	7	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Version 2021 (SP 0-4)

Lane Group Calculations							
Lane Group	С	С	L	С	С	R	
C, Cycle Length [s]	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	
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	30	30	12	46	36	36	
g / C, Green / Cycle	0.33	0.33	0.13	0.51	0.40	0.40	
(v / s)_i Volume / Saturation Flow Rate	0.39	0.43	0.21	0.28	0.22	0.51	
s, saturation flow rate [veh/h]	1900	1693	1810	3618	1810	1615	
c, Capacity [veh/h]	633	564	241	1849	724	646	
d1, Uniform Delay [s]	30.00	30.00	39.00	14.84	20.66	27.00	
k, delay calibration	0.50	0.50	0.17	0.50	0.12	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	88.00	147.51	250.82	1.13	0.68	133.16	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	1.16	1.30	1.54	0.54	0.54	1.27	
d, Delay for Lane Group [s/veh]	118.00	177.51	289.82	15.96	21.35	160.16	
Lane Group LOS	F	F	F	В	С	F	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	27.71	34.02	21.79	6.07	6.18	36.94	
50th-Percentile Queue Length [ft/ln]	692.80	850.58	544.64	151.86	154.50	923.49	
95th-Percentile Queue Length [veh/ln]	39.88	50.80	34.45	10.12	10.26	54.59	
95th-Percentile Queue Length [ft/ln]	996.97	1270.05	861.23	252.91	256.43	1364.74	

Version 2021 (SP 0-4)

Movement, Approach, & Intersection Results

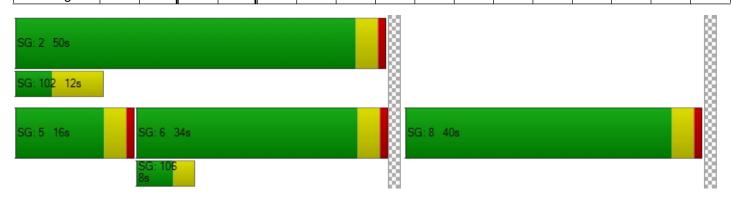
d_M, Delay for Movement [s/veh]	0.00	132.0	177.5	289.8	15.96	0.00	21.35	21.35	160.1	0.00	0.00	0.00
Movement LOS		F	F	F	В		С	С	F			
d_A, Approach Delay [s/veh]		147.76			90.49			115.34			0.00	
Approach LOS		F		F				F			Α	
d_I, Intersection Delay [s/veh]				•		118	3.70					
Intersection LOS						ı	=					
Intersection V/C	1.147											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.335	2.284
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	1022	800	0
d_b, Bicycle Delay [s]	20.00	10.76	16.20	45.00
I_b,int, Bicycle LOS Score for Intersection	2.770	2.687	3.558	4.132
Bicycle LOS	С	В	D	D

Sequence

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





Intersection Level Of Service Report Intersection 4: Alder Ave at Renaissance Pkwy

Control Type:SignalizedDelay (sec / veh):93.7Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:15 minutesVolume to Capacity (v/c):1.000

Intersection Setup

Name	Α	lder Av	е	P	Alder Av	е	Renai	ssance	Pkwy	Rena	Pkwy		
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	d	W	Westbound		
Lane Configuration	•	1 		•	1 		•	1 		h			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00 12.00 12.00 12.			12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1 0 0			1	0	0	1	0	0	1	0	0	
Entry Pocket Length [ft]	305.0	100.0	100.0	280.0	100.0	100.0	315.0	100.0	100.0	315.0	100.0	100.0	
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]		50.00			50.00			50.00					
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No			No				No		No			
Crosswalk	Yes			Yes				Yes					

Name	P	lder Av	е	A	Ider Av	е	Renai	ssance	Pkwy	Renaissance Pkwy		
Base Volume Input [veh/h]	88	397	17	201	569	63	91	155	51	20	146	215
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
In-Process Volume [veh/h]	0	356	23	268	490	18	35	85	0	21	81	276
Site-Generated Trips [veh/h]	0	28	0	18	27	18	18	0	0	0	0	18
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	789	40	491	1097	100	146	243	52	41	230	513
Peak Hour Factor	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	25	222	11	138	308	28	41	68	15	12	65	144
Total Analysis Volume [veh/h]	101	887	45	552	1233	112	164	273	58	46	258	576
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0				0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	23	0	27	41	0	10	26	0	14	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No										
Maximum Recall	No	No										
Pedestrian Recall	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	С	С	L	С	С	L	С	С	L	С	С
C, Cycle Length [s]	90	90	90	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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	19	19	23	37	37	6	29	29	3	26	26
g / C, Green / Cycle	0.06	0.21	0.21	0.26	0.41	0.41	0.07	0.32	0.32	0.04	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.06	0.25	0.25	0.31	0.35	0.36	0.09	0.09	0.09	0.03	0.14	0.36
s, saturation flow rate [veh/h]	1810	1900	1868	1810	1900	1846	1810	1900	1787	1810	1900	1615
c, Capacity [veh/h]	101	401	394	462	781	759	121	601	565	71	549	467
d1, Uniform Delay [s]	42.50	35.50	35.50	33.50	24.17	24.53	42.00	23.08	23.12	42.63	26.33	32.00
k, delay calibration	0.11	0.50	0.50	0.39	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	42.89	100.7	101.0	102.9	12.07	14.30	173.1	0.25	0.28	9.62	0.63	122.9
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.00	1.17	1.17	1.19	0.86	0.89	1.36	0.28	0.29	0.65	0.47	1.23
d, Delay for Lane Group [s/veh]	85.39	136.2	136.5	136.4	36.24	38.84	215.1	23.34	23.39	52.25	26.96	154.9
Lane Group LOS	F	F	F	F	D	D	F	С	С	D	С	F
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.31	19.32	19.03	22.43	14.02	14.55	8.33	2.51	2.40	1.14	4.27	25.11
50th-Percentile Queue Length [ft/ln]	82.68	483.0	475.8	560.7	350.5	363.8	208.2	62.81	60.08	28.62	106.7	627.8
95th-Percentile Queue Length [veh/ln]	5.95	28.80	28.43	33.30	20.16	20.81	14.24	4.52	4.33	2.06	7.66	37.55
95th-Percentile Queue Length [ft/ln]	148.8	720.0	710.6	832.4	504.0	520.2	356.0	113.0	108.1	51.51	191.4	938.7

Movement, Approach, & Intersection Results

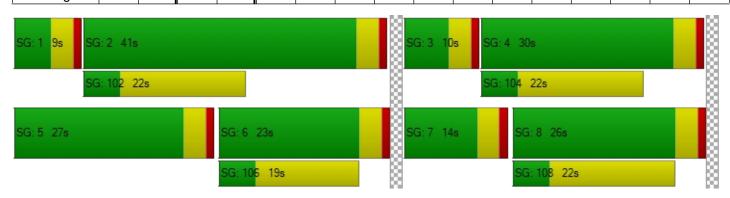
d_M, Delay for Movement [s/veh]	85.39	136.3	136.5	136.4	37.42	38.84	215.1	23.36	23.39	52.25	26.96	154.9
Movement LOS	F	F	F	F	D	D	F	С	С	D	С	F
d_A, Approach Delay [s/veh]	131.41				66.32		86.91		112.08			
Approach LOS	F E			Е		F		F				
d_I, Intersection Delay [s/veh]						93	.66					
Intersection LOS	F											
Intersection V/C	1.000											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	3.072	3.447	2.615	2.870
Crosswalk LOS	С	С	В	С
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	822	489	578
d_b, Bicycle Delay [s]	28.01	15.61	25.69	22.76
I_b,int, Bicycle LOS Score for Intersection	2.412	3.125	1.968	2.286
Bicycle LOS	В	С	A	В

Sequence

-			_		_											
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 101: Sierra Lakes Pkwy at Truck Dwy (1)

Control Type:Two-way stopDelay (sec / veh):9.0Analysis Method:HCM 6th EditionLevel Of Service:AAnalysis Period:15 minutesVolume to Capacity (v/c):0.026

Intersection Setup

Name	Truck Dwy		Sierra La	kes Pkwy	Sierra La	kes Pkwy
Approach	Northbound		East	Eastbound		bound
Lane Configuration	т		F		ना	
Turning Movement	Left Right		Thru	Right	Left	Thru
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	55	.00	55	.00
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Name	Truck	Dwy	Sierra La	kes Pkwy	Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	132	0	0	207
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	77	0	0	76
Site-Generated Trips [veh/h]	0	23	18	0	31	18
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	23	230	0	31	305
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	6	61	0	8	80
Total Analysis Volume [veh/h]	0	24	242	0	33	321
Pedestrian Volume [ped/h]	0		0		0	

Version 2021 (SP 0-4)

Intersection Settings

Priority Scheme	Stop	Free	Free
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	0.03	0.00	0.00	0.02	0.00		
d_M, Delay for Movement [s/veh]	12.11	9.05	0.00	0.00	7.76	0.00		
Movement LOS	В	А	Α	А	А	Α		
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.08	0.04		
95th-Percentile Queue Length [ft/ln]	2.02	2.02	0.00	0.00	1.90	0.95		
d_A, Approach Delay [s/veh]	9.0	05	0.00		0.72			
Approach LOS	A	4	Į.	4	A			
d_I, Intersection Delay [s/veh]	0.76							
Intersection LOS	A							



Intersection Level Of Service Report Intersection 102: Sierra Lakes Pkwy at Truck Dwy (2)

Control Type:Two-way stopDelay (sec / veh):9.1Analysis Method:HCM 6th EditionLevel Of Service:AAnalysis Period:15 minutesVolume to Capacity (v/c):0.028

Intersection Setup

Name	Truck Dwy		Sierra La	Sierra Lakes Pkwy		kes Pkwy
Approach	Northbound		East	Eastbound		bound
Lane Configuration	т		F		ना	
Turning Movement	Left	Right	Thru	Right	Left	Thru
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	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		55	.00	55	.00
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Name	Truck	Dwy	Sierra La	kes Pkwy	Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	132	0	0	207
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	77	0	0	76
Site-Generated Trips [veh/h]	0	23	41	0	31	49
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	1	0	0	2	-2
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	24	253	0	33	334
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	6	67	0	9	88
Total Analysis Volume [veh/h]	0	25	266	0	35	352
Pedestrian Volume [ped/h]	0 0)	0		

Version 2021 (SP 0-4)

Intersection Settings

Priority Scheme	Stop	Free	Free
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	0.03	0.00	0.00	0.03	0.00			
d_M, Delay for Movement [s/veh]	12.59	9.12	0.00	0.00	7.82	0.00			
Movement LOS	В	Α	Α	А	А	Α			
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.08	0.04			
95th-Percentile Queue Length [ft/ln]	2.15	2.15	0.00	0.00	2.06	1.03			
d_A, Approach Delay [s/veh]	9.	12	0.00		0.71				
Approach LOS	Į.	4	Į.	4	A				
d_I, Intersection Delay [s/veh]	0.74								
Intersection LOS	A								



Intersection Level Of Service Report Intersection 103: Sierra Lakes Pkwy at Truck Dwy (3)

Control Type:Two-way stopDelay (sec / veh):9.2Analysis Method:HCM 6th EditionLevel Of Service:AAnalysis Period:15 minutesVolume to Capacity (v/c):0.027

Intersection Setup

Name	Truck Dwy		Sierra La	kes Pkwy	Sierra La	kes Pkwy
Approach	Northbound		Easth	Eastbound		bound
Lane Configuration	т		F		ना	
Turning Movement	Left Right		Thru	Right	Left	Thru
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]	55	.00	55	.00	55	.00
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Name	Truck	Dwy	Sierra Lakes Pkwy		Sierra Lakes Pkwy	
Base Volume Input [veh/h]	0	0	132	0	0	207
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	77	0	0	76
Site-Generated Trips [veh/h]	0	23	65	0	31	81
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	23	277	0	31	368
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	6	73	0	8	97
Total Analysis Volume [veh/h]	0	24	292	0	33	387
Pedestrian Volume [ped/h]	()	()	0	

Version 2021 (SP 0-4)

Intersection Settings

Priority Scheme	Stop	Free	Free
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	0.03	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	13.02	9.20	0.00	0.00	7.88	0.00
Movement LOS	В	А	Α	А	Α	Α
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.08	0.04
95th-Percentile Queue Length [ft/ln]	2.10	2.10	0.00	0.00	1.98	0.99
d_A, Approach Delay [s/veh]	9.:	20	0.00		0.62	
Approach LOS	F	4	A		A	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS			A	4		



Intersection Level Of Service Report Intersection 104: Sierra Lakes Pkwy at Truck Dwy (4)

Control Type:Two-way stopDelay (sec / veh):9.3Analysis Method:HCM 6th EditionLevel Of Service:AAnalysis Period:15 minutesVolume to Capacity (v/c):0.028

Intersection Setup

Name	Truck Dwy		Sierra Lakes Pkwy		Sierra Lakes Pkwy	
Approach	North	bound	East	Eastbound		oound
Lane Configuration	T		1		11	
Turning Movement	Left	Right	Thru	Right	Left	Thru
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	55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Y	es	Yes		Yes	

Name	Truck	Dwy	Sierra La	kes Pkwy	Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	132	0	0	207
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	2.00	2.00	0.00
Growth Factor	1.0200	1.0200	1.0200	1.0000	1.0000	1.0200
In-Process Volume [veh/h]	0	0	77	0	0	76
Site-Generated Trips [veh/h]	0	23	88	0	0	112
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	23	300	0	0	399
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	79	0	0	105
Total Analysis Volume [veh/h]	0	24	316	0	0	420
Pedestrian Volume [ped/h]	()	())

Version 2021 (SP 0-4)

Intersection	Settings
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Priority Scheme	Stop	Free	Free
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	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.52	9.28	0.00	0.00	0.00	0.00
Movement LOS	В	Α	Α			A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.14	2.14	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.2	28	0.0	00	0.00	
Approach LOS	A	١	Į.	4	A	
d_I, Intersection Delay [s/veh]			0.:	29		
Intersection LOS			A	4		



Intersection Level Of Service Report Intersection 105: Sierra Lakes Pkwy at PC Dwy

Control Type:Two-way stopDelay (sec / veh):11.1Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:15 minutesVolume to Capacity (v/c):0.302

Intersection Setup

Name	PC	Dwy	Sierra Lakes Pkwy		Sierra Lakes Pkwy	
Approach	North	bound	Eastbound		Westbound	
Lane Configuration	т -		T II		4	1
Turning Movement	Left	Right	Thru	Right	Left	Thru
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	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	30.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Y	es	Yes		Yes	

Name	PC	Dwy	Sierra La	kes Pkwy	Sierra Lakes Pkwy	
Base Volume Input [veh/h]	0	0	132	0	0	207
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	77	0	0	76
Site-Generated Trips [veh/h]	0	183	93	18	165	112
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	61	-31	31	31	-31
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	244	274	49	196	368
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	64	72	13	52	97
Total Analysis Volume [veh/h]	0	257	288	52	206	387
Pedestrian Volume [ped/h]	()	()	0	

Version 2021 (SP 0-4)

Intersection Settings

Priority Scheme	Stop	Free	Free
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	0.30	0.00	0.00	0.17	0.00
d_M, Delay for Movement [s/veh]	23.00	11.06	0.00	0.00	8.51	0.00
Movement LOS	С	В	Α	А	Α	Α
95th-Percentile Queue Length [veh/ln]	1.28	1.28	0.00	0.00	0.60	0.30
95th-Percentile Queue Length [ft/ln]	31.93	31.93	0.00	0.00	15.01	7.51
d_A, Approach Delay [s/veh]	11.	06	0.00		2.96	
Approach LOS	E	3	A		A	
d_I, Intersection Delay [s/veh]	3.86					
Intersection LOS			E	3		



Rialto Travel Center

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Scenario 6 OY 2022 Cum WP PM

9/19/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alder Ave at Casmalia St	Signalized	HCM 6th Edition	NB Left	0.699	89.0	F
2	Alder Ave at SR-210 WB Ramps	Signalized	HCM 6th Edition	SB Right	1.181	146.2	F
3	Alder Ave at SR-210 EB Ramps	Signalized	HCM 6th Edition	SB Left	1.071	92.9	F
4	Alder Ave at Renaissance Pkwy	Signalized	HCM 6th Edition	EB Left	1.005	96.7	F
101	Sierra Lakes Pkwy at Truck Dwy (1)	Two-way stop	HCM 6th Edition	NB Right	0.039	10.0	Α
102	Sierra Lakes Pkwy at Truck Dwy (2)	Two-way stop	HCM 6th Edition	NB Right	0.044	10.1	В
103	Sierra Lakes Pkwy at Truck Dwy (3)	Two-way stop	HCM 6th Edition	NB Right	0.040	10.2	В
104	Sierra Lakes Pkwy at Truck Dwy (4)	Two-way stop	HCM 6th Edition	NB Right	0.041	10.3	В
105	Sierra Lakes Pkwy at PC Dwy	Two-way stop	HCM 6th Edition	NB Right	0.302	12.5	В

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: Alder Ave at Casmalia St

Control Type:SignalizedDelay (sec / veh):89.0Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:15 minutesVolume to Capacity (v/c):0.699

Intersection Setup

Name	Α	lder Av	е	Δ	Alder Ave	Э	Sierra	Lakes	Pkwy	Casmalia St		
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	d	W	estbour	nd
Lane Configuration	•	<u> 11</u>	•	+	ıllr	•	•	<u> 11</u>		٦	пH	→
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	2	0	0
Entry Pocket Length [ft]	115.0	100.0	100.0	210.0	100.0	100.0	180.0	100.0	100.0	290.0	100.0	100.0
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]		50.00			50.00			55.00		55.00		
Grade [%]		0.00			0.00			0.00			0.00	
Curb Present	No			No				No		No		
Crosswalk	Yes			Yes				Yes		Yes		



Name	Δ	lder Ave	e	A	Alder Ave	e	Sierra	Lakes	Pkwy	Casmalia St		St
Base Volume Input [veh/h]	95	74	245	24	102	28	11	258	130	301	194	5
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
In-Process Volume [veh/h]	45	149	102	0	135	0	0	18	45	117	17	0
Site-Generated Trips [veh/h]	219	0	0	0	0	8	7	15	222	0	15	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]	361	224	352	24	239	37	18	296	400	424	230	5
Peak Hour Factor	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	100	62	97	7	66	10	5	82	110	117	63	1
Total Analysis Volume [veh/h]	398	247	388	26	264	41	20	326	441	467	254	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		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]	120
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	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-									
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	24	54	0	9	39	0	9	41	0	16	48	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	30	0	0	32	0	0	32	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	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No	İ	No	No		No	No		No	No	İ
Maximum Recall	No	No										
Pedestrian Recall	No	No	İ	No	No		No	No		No	No	İ
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	С	С	L	С	R	L	С	С	L	С	С
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	54	54	3	37	37	3	35	35	12	44	44
g / C, Green / Cycle	0.17	0.45	0.45	0.02	0.31	0.31	0.02	0.29	0.29	0.10	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.22	0.13	0.24	0.01	0.07	0.03	0.01	0.17	0.27	0.13	0.07	0.07
s, saturation flow rate [veh/h]	1810	1900	1615	1810	3618	1615	1810	1900	1615	3514	1900	1885
c, Capacity [veh/h]	302	858	729	46	1121	501	39	551	468	351	700	694
d1, Uniform Delay [s]	50.00	20.76	23.77	57.84	30.82	29.31	58.08	36.51	41.60	54.00	25.70	25.70
k, delay calibration	0.36	0.50	0.50	0.11	0.50	0.50	0.11	0.13	0.37	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	159.9	0.85	2.77	10.66	0.49	0.32	9.96	1.22	24.16	152.3	0.13	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.32	0.29	0.53	0.57	0.24	0.08	0.51	0.59	0.94	1.33	0.19	0.19
d, Delay for Lane Group [s/veh]	209.9	21.60	26.54	68.50	31.31	29.63	68.04	37.73	65.77	206.3	25.83	25.83
Lane Group LOS	F	С	С	Е	С	С	Е	D	Е	F	С	С
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	22.08	4.31	7.95	0.89	2.81	0.85	0.69	7.92	15.07	12.51	2.41	2.39
50th-Percentile Queue Length [ft/ln]	551.9	107.7	198.7	22.32	70.28	21.31	17.17	198.0	376.6	312.7	60.22	59.77
95th-Percentile Queue Length [veh/ln]	33.69	7.71	12.58	1.61	5.06	1.53	1.24	12.54	21.43	20.21	4.34	4.30
95th-Percentile Queue Length [ft/ln]	842.1	192.8	314.4	40.18	126.5	38.36	30.91	313.3	535.7	505.3	108.4	107.5

Movement, Approach, & Intersection Results

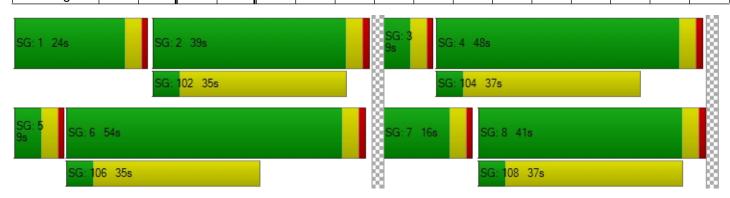
d_M, Delay for Movement [s/veh]	209.9	21.60	26.54	68.50	31.31	29.63	68.04	37.73	65.77	206.3	25.83	25.83
Movement LOS	F	С	С	Е	С	С	Е	D	Е	F	С	С
d_A, Approach Delay [s/veh]		96.02			34.02			54.21			141.80	
Approach LOS		F			С			D			F	
d_I, Intersection Delay [s/veh]				•		89	.02					
Intersection LOS						F	=					
Intersection V/C						0.6	699					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	3.032	2.632	2.844	2.905
Crosswalk LOS	С	В	С	С
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	833	583	617	733
d_b, Bicycle Delay [s]	20.42	30.10	28.70	24.07
I_b,int, Bicycle LOS Score for Intersection	2.412	1.833	2.209	2.159
Bicycle LOS	В	A	В	В

Sequence

•			_		_											
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 2: Alder Ave at SR-210 WB Ramps

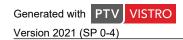
Control Type:SignalizedDelay (sec / veh):146.2Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:15 minutesVolume to Capacity (v/c):1.181

Intersection Setup

Name	Α	lder Av	е	Α	Alder Ave	Э	SR-210	WB Or	n-Ramp	SR-210 WB Off-Rar			
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	d	W	estbour	nd	
Lane Configuration		пII			IF					ㅋㅏ			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0	
Entry Pocket Length [ft]	115.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	405.0	100.0	100.0	
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]		50.00		50.00		50.00		30.00		30.0			
Grade [%]		0.00			0.00		0.00			0.00 0.00			
Curb Present		No		No					No				
Crosswalk		No		No			Yes		Yes				



Name	Δ	lder Ave	е	A	Alder Av	е	SR-210) WB Or	n-Ramp	SR-210 WB Off-Ramp		
Base Volume Input [veh/h]	408	431	0	0	369	426	0	0	0	319	2	201
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Growth Factor	1.020	1.020	1.000	1.000	1.020	1.020	1.000	1.000	1.000	1.020	1.020	1.020
In-Process Volume [veh/h]	304	257	0	0	248	52	0	0	0	183	0	41
Site-Generated Trips [veh/h]	0	136	0	0	136	86	0	0	0	0	0	83
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]	720	833	0	0	760	573	0	0	0	508	2	329
Peak Hour Factor	0.917	0.917	1.000	1.000	0.917	0.917	1.000	1.000	1.000	0.917	0.917	0.917
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	196	227	0	0	207	156	0	0	0	138	1	90
Total Analysis Volume [veh/h]	785	908	0	0	829	625	0	0	0	554	2	359
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]			0				0			0		
Local Bus Stopping Rate [/h] v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
11 0 11		0	I		0			0			0	
v_do, Outbound Pedestrian Volume crossing major street [ped/h]												
v_do, Outbound Pedestrian Volume crossing major street [ped/h] v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0	
v_do, Outbound Pedestrian Volume crossing major street [ped/h] v_di, Inbound Pedestrian Volume crossing major street [ped/h] v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0	



Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Protec	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi
Signal Group	1	6	0	0	2	0	0	0	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	5	0	0	5	0	0	0	0	5	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	34	64	0	0	30	0	0	0	0	26	26	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	3	0	0	0	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	С	С	С	L	С
C, Cycle Length [s]	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
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	30	60	26	26	22	22
g / C, Green / Cycle	0.33	0.67	0.29	0.29	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.43	0.25	0.38	0.44	0.31	0.22
s, saturation flow rate [veh/h]	1810	3618	1900	1650	1810	1616
c, Capacity [veh/h]	603	2412	549	477	442	395
d1, Uniform Delay [s]	30.00	6.68	32.00	32.00	34.00	33.08
k, delay calibration	0.50	0.50	0.50	0.50	0.39	0.21
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	147.50	0.45	158.36	246.94	127.66	14.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.30	0.38	1.32	1.53	1.25	0.91
d, Delay for Lane Group [s/veh]	177.50	7.13	190.36	278.94	161.66	47.69
Lane Group LOS	F	Α	F	F	F	D
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	36.36	2.90	34.94	42.06	25.06	9.04
50th-Percentile Queue Length [ft/ln]	909.03	72.57	873.51	1051.61	626.38	226.07
95th-Percentile Queue Length [veh/ln]	53.99	5.23	52.12	64.97	37.48	13.97
95th-Percentile Queue Length [ft/ln]	1349.78	130.63	1302.90	1624.26	937.01	349.36



Movement, Approach, & Intersection Results

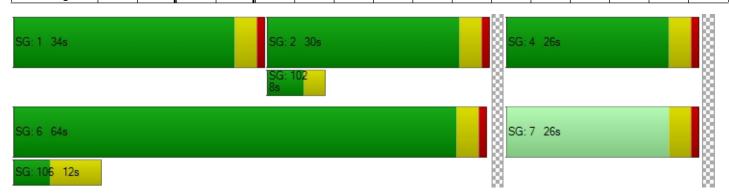
d_M, Delay for Movement [s/veh]	177.5	7.13	0.00	0.00	201.2	278.9	0.00	0.00	0.00	161.6	47.69	47.69
Movement LOS	F	Α			F	F				F	D	D
d_A, Approach Delay [s/veh]		86.12			234.65			0.00				
Approach LOS		F			F			Α			F	
d_I, Intersection Delay [s/veh]				•		146	.18			•		
Intersection LOS		F						F				
Intersection V/C	1.181											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.802	2.239
Crosswalk LOS	F	F	С	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1333	578	0	489
d_b, Bicycle Delay [s]	5.00	22.76	45.00	25.69
I_b,int, Bicycle LOS Score for Intersection	2.956	2.759	4.132	3.069
Bicycle LOS	С	С	D	С

Sequence

-			_		_											
Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 3: Alder Ave at SR-210 EB Ramps

Control Type:SignalizedDelay (sec / veh):92.9Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:15 minutesVolume to Capacity (v/c):1.071

Intersection Setup

Name	Α	lder Av	е	A	Alder Ave	Э	SR-210	EB Off	-Ramp	SR-210	-Ramp	
Approach	No	orthbour	nd	Sc	outhbou	nd	Е	astboun	ıd	W	nd	
Lane Configuration		IF		ااد				1 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	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	120.0	100.0	100.0	100.0	100.0	415.0	100.0	100.0	100.0
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]		50.00		50.00			30.00			30.00		
Grade [%]	0.00				0.00		0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		



Name	P	lder Av	е	P	Alder Av	е	SR-210 EB Off-Ramp			SR-210 EB On-Ramp			
Base Volume Input [veh/h]	0	530	403	138	458	0	186	4	423	0	0	0	
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00	
Growth Factor	1.000	1.020	1.020	1.020	1.020	1.000	1.020	1.020	1.020	1.000	1.000	1.000	
In-Process Volume [veh/h]	0	530	282	6	424	0	32	0	187	0	0	0	
Site-Generated Trips [veh/h]	0	53	0	84	52	0	83	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	0	1124	693	231	943	0	305	4	618	0	0	0	
Peak Hour Factor	1.000	0.983	0.983	0.983	0.983	1.000	0.983	0.983	0.983	1.000	1.000	1.000	
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Total 15-Minute Volume [veh/h]	0	286	176	59	240	0	78	1	157	0	0	0	
Total Analysis Volume [veh/h]	0	1143	705	235	959	0	310	4	629	0	0	0	
Presence of On-Street Parking	No		No	No		No	No		No				
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0				0		0				0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0			
Bicycle Volume [bicycles/h]		0			0			0			0		

Version 2021 (SP 0-4) Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
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	Permi	Permi	Permi	Protec	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	45	0	11	56	0	0	34	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	7	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	С	С	L	С	С	R	
C, Cycle Length [s]	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	
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	41	41	7	52	30	30	
g / C, Green / Cycle	0.46	0.46	0.08	0.58	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.49	0.55	0.13	0.27	0.17	0.39	
s, saturation flow rate [veh/h]	1900	1675	1810	3618	1811	1615	
c, Capacity [veh/h]	866	763	141	2090	604	538	
d1, Uniform Delay [s]	24.50	24.50	41.50	10.92	24.20	30.00	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	50.26	107.08	308.12	0.73	0.70	94.41	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	1.07	1.21	1.67	0.46	0.52	1.17	
d, Delay for Lane Group [s/veh]	74.76	131.58	349.62	11.64	24.89	124.41	
Lane Group LOS	F	F	F	В	С	F	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	27.69	36.45	14.99	4.62	5.35	25.25	
50th-Percentile Queue Length [ft/ln]	692.34	911.17	374.64	115.59	133.81	631.18	
95th-Percentile Queue Length [veh/ln]	38.15	52.89	24.55	8.15	9.15	36.88	
95th-Percentile Queue Length [ft/ln]	953.69	1322.35	613.78	203.76	228.67	922.06	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	85.65	131.5	349.6	11.64	0.00	24.89	24.89	124.4	0.00	0.00	0.00	
Movement LOS		F	F	F	В		С	С	F				
d_A, Approach Delay [s/veh]	103.17 78.16							91.27					
Approach LOS	F E							F			А		
d_I, Intersection Delay [s/veh]				•		92	.86						
Intersection LOS	F												
Intersection V/C	1.071												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.248	2.345
Crosswalk LOS	F	F	В	В
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	1156	667	0
d_b, Bicycle Delay [s]	13.34	8.02	20.00	45.00
I_b,int, Bicycle LOS Score for Intersection	3.084	2.545	3.116	4.132
Bicycle LOS	С	В	С	D

Sequence

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





Intersection Level Of Service Report Intersection 4: Alder Ave at Renaissance Pkwy

Control Type:SignalizedDelay (sec / veh):96.7Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:15 minutesVolume to Capacity (v/c):1.005

Intersection Setup

Name	Α	lder Av	е	Δ	lder Ave	Э	Renai	ssance	Pkwy	Renai	Pkwy		
Approach	No	orthbour	nd	Sc	outhbour	nd	Е	astboun	d	W	Westbound		
Lane Configuration	•	<u> 11</u>	•	•	1 		•	<u> 11</u>		•	٦١٢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0	
Entry Pocket Length [ft]	305.0	100.0	100.0	280.0	100.0	100.0	315.0	100.0	100.0	315.0	100.0	100.0	
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]		50.00			50.00			50.00			50.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No			No			No			No			
Crosswalk	Yes				Yes		Yes			Yes			

Name	Д	Alder Ave			Alder Ave	Э	Renai	issance	Pkwy	Renaissance Pkwy			
Base Volume Input [veh/h]	35	638	39	225	546	121	95	206	41	50	132	185	
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	
In-Process Volume [veh/h]	0	481	20	247	342	40	28	70	0	18	70	244	
Site-Generated Trips [veh/h]	0	23	0	15	22	15	15	0	0	0	0	15	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	36	1155	60	492	921	178	140	280	42	69	205	448	
Peak Hour Factor	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Total 15-Minute Volume [veh/h]	10	306	16	130	244	47	37	74	11	18	54	119	
Total Analysis Volume [veh/h]	38	1222	63	521	975	188	148	296	44	73	217	474	
Presence of On-Street Parking	No		No	No		No	No		No	No		No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]		0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]		0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]		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
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	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												İ
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	29	0	25	34	0	10	26	0	10	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		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	С	С	L	С	С	L	С	С	L	С	С
C, Cycle Length [s]	90	90	90	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	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	25	25	21	43	43	6	23	23	5	22	22
g / C, Green / Cycle	0.03	0.28	0.28	0.23	0.48	0.48	0.07	0.26	0.26	0.05	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.02	0.34	0.34	0.29	0.31	0.32	0.08	0.09	0.09	0.04	0.11	0.29
s, saturation flow rate [veh/h]	1810	1900	1867	1810	1900	1796	1810	1900	1816	1810	1900	1615
c, Capacity [veh/h]	64	528	519	422	904	855	121	492	470	94	464	395
d1, Uniform Delay [s]	42.79	32.50	32.50	34.50	17.92	18.16	42.00	27.19	27.22	42.13	29.00	34.00
k, delay calibration	0.11	0.50	0.50	0.35	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.36
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.63	117.9	119.2	119.2	3.64	4.18	117.2	0.43	0.46	12.50	0.73	107.0
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	1.23	1.23	1.23	0.65	0.67	1.23	0.35	0.36	0.77	0.47	1.20
d, Delay for Lane Group [s/veh]	51.41	150.4	151.7	153.7	21.55	22.34	159.2	27.62	27.67	54.62	29.73	141.0
Lane Group LOS	D	F	F	F	С	С	F	С	С	D	С	F
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.94	27.71	27.43	22.45	8.85	8.83	6.45	2.86	2.77	1.84	3.79	19.62
50th-Percentile Queue Length [ft/ln]	23.55	692.7	685.7	561.2	221.3	220.7	161.3	71.53	69.26	46.05	94.82	490.6
95th-Percentile Queue Length [veh/ln]	1.70	40.81	40.48	33.72	13.73	13.70	11.27	5.15	4.99	3.32	6.83	29.64
95th-Percentile Queue Length [ft/ln]	42.40	1020.	1012.	843.1	343.3	342.5	281.8	128.7	124.6	82.88	170.6	741.0

Movement, Approach, & Intersection Results

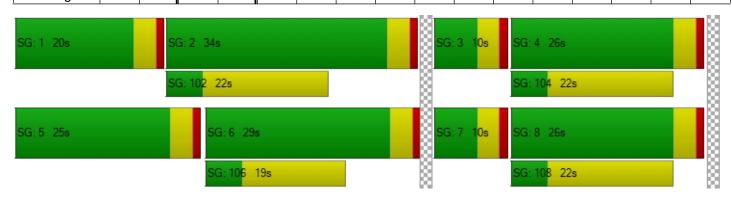
d_M, Delay for Movement [s/veh]	51.41	151.0	151.7	153.7	21.87	22.34	159.2	27.64	27.67	54.62	29.73	141.0
Movement LOS	D	F	F	F	С	С	F	С	С	D	С	F
d_A, Approach Delay [s/veh]	148.22 62.71 67.56		148.22		148.22 62.71 67.56		67.56			101.16		
Approach LOS	F E			E			F					
d_I, Intersection Delay [s/veh]						96	.72					
Intersection LOS	F											
Intersection V/C	1.005											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	3.086	3.448	2.604	2.836
Crosswalk LOS	С	С	В	С
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	556	667	489	489
d_b, Bicycle Delay [s]	23.47	20.00	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	2.651	2.949	1.962	2.190
Bicycle LOS	В	С	A	В

Sequence

-			_		_											
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Intersection Level Of Service Report Intersection 101: Sierra Lakes Pkwy at Truck Dwy (1)

Control Type:Two-way stopDelay (sec / veh):10.0Analysis Method:HCM 6th EditionLevel Of Service:AAnalysis Period:15 minutesVolume to Capacity (v/c):0.039

Intersection Setup

Name	Truck Driveway (1) Sierra Lakes Pkwy		Sierra La	kes Pkwy						
Approach	Northbound		East	oound	Westbound					
Lane Configuration	₩.		₩.		F		F		4	1
Turning Movement	Left	Right	Thru	Right	Left	Thru				
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	55.00		55	.00				
Grade [%]	0.00		0.00		0.00					
Crosswalk	Y	es	No		No					

Name	Truck Dri	veway (1)	Sierra La	kes Pkwy	Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	399	0	0	317
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	63	0	0	62
Site-Generated Trips [veh/h]	0	28	15	0	35	15
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	28	485	0	35	400
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	7	128	0	9	105
Total Analysis Volume [veh/h]	0	29	511	0	37	421
Pedestrian Volume [ped/h]	0		0		()



Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.03	0.00	
d_M, Delay for Movement [s/veh]	16.59	9.99	0.00	0.00	8.50	0.00	
Movement LOS	С	Α	Α	А	Α	Α	
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.11	0.05	
95th-Percentile Queue Length [ft/ln]	3.01	3.01	0.00	0.00	2.70	1.35	
d_A, Approach Delay [s/veh]	9.9	99	0.00			69	
Approach LOS	A	٨	A				
d_I, Intersection Delay [s/veh]	0.61						
Intersection LOS			A	4			



Intersection Level Of Service Report Intersection 102: Sierra Lakes Pkwy at Truck Dwy (2)

Control Type:Two-way stopDelay (sec / veh):10.1Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:15 minutesVolume to Capacity (v/c):0.044

Intersection Setup

Name			Sierra La	kes Pkwy	Sierra La	kes Pkwy
Approach	North	bound	East	oound	Westbound	
Lane Configuration	₩.		ŀ	•	4	1
Turning Movement	Left	Right	Thru	Right	Left	Thru
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	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30	.00	55.00		55	.00
Grade [%]	0.00 0.00		0.00			
Crosswalk	Ye	es	N	lo	No	

Name			Sierra La	kes Pkwy	Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	399	0	0	317
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	63	0	0	62
Site-Generated Trips [veh/h]	0	28	43	0	35	50
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	2	0	0	2	-2
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	30	513	0	37	433
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	8	135	0	10	114
Total Analysis Volume [veh/h]	0	32	540	0	39	456
Pedestrian Volume [ped/h]	()	0		0	



Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	17.55	10.13	0.00	0.00	8.60	0.00
Movement LOS	С	В	Α	А	А	Α
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.12	0.06
95th-Percentile Queue Length [ft/ln]	3.41	3.41	0.00	0.00	2.92	1.46
d_A, Approach Delay [s/veh]	10.	13	0.0	00	0.6	68
Approach LOS	B A A				1	
d_I, Intersection Delay [s/veh]	0.62					
Intersection LOS	В					



Intersection Level Of Service Report Intersection 103: Sierra Lakes Pkwy at Truck Dwy (3)

Control Type:Two-way stopDelay (sec / veh):10.2Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:15 minutesVolume to Capacity (v/c):0.040

Intersection Setup

Name	PC Driveway		Sierra Lakes Pkwy		Sierra La	kes Pkwy		
Approach	Northbound		Eastl	Eastbound		bound		
Lane Configuration	T		T		F		41	
Turning Movement	Left	Right	Thru	Right	Left	Thru		
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 55.00		55.00			
Grade [%]	0.00		0.	00	0.00			
Crosswalk	Yes		No		No			

Name	PC Driveway		Sierra Lakes Pkwy		Sierra Lakes Pkwy	
Base Volume Input [veh/h]	0	0	399	0	0	317
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	63	0	0	62
Site-Generated Trips [veh/h]	0	28	71	0	35	86
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	28	541	0	35	471
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	7	142	0	9	124
Total Analysis Volume [veh/h]	0	29	569	0	37	496
Pedestrian Volume [ped/h]	0		C)	()

Version 2021 (SP 0-4) Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	18.37	10.22	0.00	0.00	8.69	0.00
Movement LOS	С	В	Α	А	Α	А
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.11	0.06
95th-Percentile Queue Length [ft/ln]	3.15	3.15	0.00	0.00	2.84	1.42
d_A, Approach Delay [s/veh]	10.	.22	0.	00	0.0	60
Approach LOS	B A A					4
d_I, Intersection Delay [s/veh]	0.55					
Intersection LOS	В					



Intersection Level Of Service Report Intersection 104: Sierra Lakes Pkwy at Truck Dwy (4)

Control Type:Two-way stopDelay (sec / veh):10.3Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:15 minutesVolume to Capacity (v/c):0.041

Intersection Setup

Name	Sierra		Sierra La	kes Pkwy	Sierra La	kes Pkwy				
Approach	Northbound		Eastb	ound	Westbound					
Lane Configuration	Ψ.		т		Ψ.		1		1	1
Turning Movement	Left	Right	Thru	Right	Left	Thru				
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		55.00		55.00					
Grade [%]	0.00		0.00		0.00					
Crosswalk	Yes		Yes Yes		Yes					

Name			Sierra Lakes Pkwy		Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	399	0	0	317
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	2.00	2.00	0.00
Growth Factor	1.0200	1.0200	1.0200	1.0000	1.0000	1.0200
In-Process Volume [veh/h]	0	0	63	0	0	62
Site-Generated Trips [veh/h]	0	28	98	0	0	121
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	28	568	0	0	506
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	149	0	0	133
Total Analysis Volume [veh/h]	0	29	598	0	0	533
Pedestrian Volume [ped/h]	0		()	()

Version 2021 (SP 0-4) Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		

0

0

0

Movement, Approach, & Intersection Results

Number of Storage Spaces in Median

V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	17.34	10.34	0.00	0.00	0.00	0.00
Movement LOS	С	В	А			A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.22	3.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10	.34	0.	00	0.	00
Approach LOS	B A A					4
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	В					



Intersection Level Of Service Report Intersection 105: Sierra Lakes Pkwy at PC Dwy

Control Type:Two-way stopDelay (sec / veh):12.5Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:15 minutesVolume to Capacity (v/c):0.302

Intersection Setup

Name	Sierra Lakes Pkwy		Sierra La	kes Pkwy				
Approach	Northbound		Eastbound		Westbound			
Lane Configuration	т —		т		+ +		ना	
Turning Movement	Left	Right	Thru	Right	Left	Thru		
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		55.00		55.00			
Grade [%]	0.00		0.00		0.00			
Crosswalk	Yes		Yes		Yes		Yes	

Name			Sierra La	kes Pkwy	Sierra La	kes Pkwy
Base Volume Input [veh/h]	0	0	399	0	0	317
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	63	0	0	62
Site-Generated Trips [veh/h]	0	148	111	15	136	121
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	50	-25	25	26	-26
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	198	556	40	162	480
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	52	146	11	43	126
Total Analysis Volume [veh/h]	0	208	585	42	171	505
Pedestrian Volume [ped/h]	0		()	()

Intersection Settings			
Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0

No

0

0

Movement, Approach, & Intersection Results

Two-Stage Gap Acceptance

Number of Storage Spaces in Median

V/C, Movement V/C Ratio	0.00	0.30	0.01	0.00	0.18	0.01
d_M, Delay for Movement [s/veh]	32.37	12.48	0.00	0.00	9.54	0.00
Movement LOS	D	В	А	A	А	А
95th-Percentile Queue Length [veh/ln]	1.27	1.27	0.00	0.00	0.64	0.32
95th-Percentile Queue Length [ft/ln]	31.81	31.81	0.00	0.00	16.06	8.03
d_A, Approach Delay [s/veh]	12	2.48	0.	.00	2.	41
Approach LOS		В		A	,	A
d_I, Intersection Delay [s/veh]			2	.80		
Intersection LOS	В					

Option 3: 2 EB Right - Split Phase

Number							1					
Intersection					Ald	der Ave at	Casmalia	St				
Control Type						Signa	alized					
Analysis Method						HCM 6tl	h Edition					
Name		Alder Ave Sierra Lakes Pkwy Casmalia St							St			
Approach	1	Northboun	d	S	Southboun	d	I	Eastbound	t	١	Vestbound	b
Lane Configuration	+	<u> 141</u> г	•	•	7 r			٦١٢		+	17	•
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	79 75 175			8	69	8	13	70	49	261	120	12
Total Analysis Volume [veh/h]	459	228	386	10	213	21	27	137	419	469	199	15

Intersection Settings

Cycle Length [s]						1	30					
Coordination Type					Time o	of Day Pa	ttern Coor	dinated				
Actuation Type						Semi-a	actuated					
Lost time [s]						0	.00					
Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									6,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	5	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	41	0	0	39	0	9	41	41	9	41	0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	30	0	0	30	0	0	32	32	0	32	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
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Pedestrian Signal Group		-		•			0	-		•		
Pedestrian Walk [s]							0					
Pedestrian Clearance [s]							0					

Lane Group Calculations

g / C, Green / Cycle	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.02	0.10	0.65	0.20	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.13	0.13	0.13	0.24	0.01	0.06	0.01	0.01	0.07	0.26	0.17	0.06	0.06
so, Base Saturation Flow per Lane [pc/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type		3	3			3			3			3	
s, saturation flow rate [veh/h]	1810	1812	1729	1615	1810	3618	1615	1810	1900	1615	2796	1900	1854
c, Capacity [veh/h]	522	523	499	466	522	1044	466	43	183	1050	568	524	512
X, volume / capacity	0.45	0.45	0.44	0.83	0.02	0.20	0.05	0.62	0.75	0.40	0.83	0.21	0.21
d, Delay for Lane Group [s/veh]	40.49	40.49	40.61	58.78	33.16	35.41	33.52	76.57	63.23	11.89	55.22	36.32	36.33
Lane Group LOS	D	D	D	Е	С	D	С	Е	E	В	E	D	D
0 11 0	k.1	h 1	h. 1	.,	h 1	17	h 1	h 1	17	h 1	17	h 1	h 1

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Critical Lane Group	No	No	No	Yes	No	Yes	NO	No	Yes	NO	Yes	No	NO
50th-Percentile Queue Length [veh/ln]	6.23	6.24	5.97	13.11	0.23	2.54	0.49	1.02	4.53	5.21	7.43	2.57	2.51
50th-Percentile Queue Length [ft/ln]	155.8	156.0	149.2	327.8	5.75	63.52	12.23	25.52	113.26	130.36	185.77	64.24	62.83
95th-Percentile Queue Length [veh/ln]	10.33	10.34	9.98	19.05	0.41	4.57	0.88	1.84	8.02	8.96	11.90	4.63	4.52
95th-Percentile Queue Length [ft/ln]	258.1	258.4	249.4	476.2	10.34	114.34	22.02	45.94	200.53	223.99	297.53	115.63	113.10

d_M, Delay for Movement [s/veh]	40.49	40.61	58.78	33.16	35.41	33.52	76.57	63.23	11.89	55.22	36.33	36.33
Movement LOS	D	D	E	С	D	С	E	E	В	E	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]		47.09			35.15			26.95			49.30	
Approach LOS		D			D			С			D	
d_I, Intersection Delay [s/veh]												
Intersection LOS			D									
Intersection V/C				0.538								

Option 2: Copy of Feasibility Report Improvements

Number						2	2					
Intersection					Alder /	Ave at SR	-210 WB	Ramps				
Control Type						Signa	alized					
Analysis Method						HCM 6tl	h Edition					
Name		Alder Ave SR-210 WB On-Ramp SR-210 WB Off-Ram							-Ramp			
Approach	1	Northboun	d	5	Southboun	d	I	Eastbound	d	١	Vestboun	d
Lane Configuration	•	<u> </u>			1H						1 F	
Turning Movement	Left	eft Thru Right Left Thru Right Left Thru Right Left Thru				Right						
Base Volume Input [veh/h]	335	328	0	0	319	379	0	0	0	299	3	285
Total Analysis Volume [veh/h]	595	853	0	0	788	555	0	0	0	675	3	422

Intersection Settings

Cycle Length [s]						9	0					
Coordination Type					Time o	of Day Pat	tern Coor	dinated				
Actuation Type						Semi-a	ctuated					
Lost time [s]						0.0	00					
Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	5	0	0	5	0	0	0	0	5	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	18	55	0	0	37	0	0	0	0	35	35	0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	3	0	0	0	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Pedestrian Signal Group						()					
Pedestrian Walk [s]						()					
Pedestrian Clearance [s]				_		()					

Lane Group Calculations

g / C, Green / Cycle	0.16	0.57	0.37	0.37		0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.17	0.24	0.35	0.40		0.37	0.26
so, Base Saturation Flow per Lane [pc/h/ln	1900	1900	1900	1900		1900	1900
Arrival type	;	3	;	3	3	;	3
s, saturation flow rate [veh/h]	3514	3618	1900	1658		1810	1617
c, Capacity [veh/h]	547	2050	697	608		623	557
X, volume / capacity	1.09	0.42	0.96	1.10		1.08	0.76
d, Delay for Lane Group [s/veh]	85.20	11.68	54.24	96.99		90.08	31.75
Lane Group LOS	F	В	D	F		F	С
0.77. 11. 0		h 1	h.1		İ	.,	h 1

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Critical Lane Group	Yes	No	NO	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	9.19	4.11	17.60	23.13	23.33	8.64
50th-Percentile Queue Length [ft/ln]	229.72	102.68	439.96	578.15	583.18	215.97
95th-Percentile Queue Length [veh/ln]	14.70	7.39	24.48	33.13	32.94	13.46
95th-Percentile Queue Length [ft/ln]	367.62	184.82	611.95	828.20	823.60	336.47

d_M, Delay for Movement [s/veh]	85.20	11.68	0.00	0.00	60.56	96.99	0.00	0.00	0.00	90.08	31.75	31.75
Movement LOS	F	В			E	F				F	С	С
Critical Movement	No	No			No	Yes				No	No	No
d_A, Approach Delay [s/veh]	41.89				75.61			0.00		67.54		
Approach LOS		D			E			А			Е	
d_I, Intersection Delay [s/veh]				60.78								
Intersection LOS				E								
Intersection V/C				0.947								

Option 2: Copy of Feasibility Report Improvements

Number						;	3					
Intersection					Alder	Ave at SR	-210 EB I	Ramps				
Control Type						Signa	alized					
Analysis Method						HCM 6tl	h Edition					
Name		Alder Ave SR-210 EB Off-Ramp SR-210 EB On-Ra							Ramp			
Approach	1	Northboun	d	5	Southboun	d	ı	Eastbound	t	\	Vestboun	d
Lane Configuration		1F		,	וורר			4				
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0 418 296 258 366 0 250 1 461 0 0				0	0						
Total Analysis Volume [veh/h]	0	959	508	372	995	0	390	1	820	0	0	0

Intersection Settings

Cycle Length [s]						9	0						
Coordination Type					Time o	of Day Pat	tern Coor	dinated					
Actuation Type						Semi-a	ctuated						
Lost time [s]						0.	00						
Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-	
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0	
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0	
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	
Split [s]	0	36	0	12	48	0	0	42	0	0	0	0	
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0	
Pedestrian Clearance [s]	0	3	0	0	7	0	0	10	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	
Minimum Recall		No		No	No			No					
Maximum Recall		No		No	No			No					
Pedestrian Recall		No		No	No			No					
Pedestrian Signal Group	0												
Pedestrian Walk [s]	0												
Pedestrian Clearance [s]						()						

Lane Group Calculations

g / C, Green / Cycle	0.36	0.36	0.09	0.49	0.42	0.42	
(v / s)_i Volume / Saturation Flow Rate	0.39	0.43	0.11	0.28	0.22	0.51	
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	
Arrival type	;	3	;	3	3	3	3
s, saturation flow rate [veh/h]	1900	1693	3514	3618	1810	1615	
c, Capacity [veh/h]	676	602	312	1769	764	682	
X, volume / capacity	1.09	1.22	1.19	0.56	0.51	1.20	
d, Delay for Lane Group [s/veh]	89.22	141.84	134.08	17.52	19.69	130.78	
Lane Group LOS	F	F	F	В	В	F	
0.75.11.0	h 1	17	.,	h.i	h.1		İ

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Critical Lane Group	No	Yes	Yes	NO	NO	Yes	
50th-Percentile Queue Length [veh/ln]	24.21	30.38	7.29	6.49	5.88	33.49	
50th-Percentile Queue Length [ft/ln]	605.33	759.40	182.32	162.13	146.97	837.24	
95th-Percentile Queue Length [veh/ln]	34.12	44.58	12.43	10.66	9.86	48.65	
95th-Percentile Queue Length [ft/ln]	852.90	1114.48	310.63	266.55	246.38	1216.26	

d_M, Delay for Movement [s/veh]	0.00	101.59	141.84	134.08	17.52	0.00	19.69	19.69	130.78	0.00	0.00	0.00
Movement LOS		F	F	F	В		В	В	F			
Critical Movement		No	Yes	No	No		No	No	No			
d_A, Approach Delay [s/veh]		115.53			49.24			94.91			0.00	
Approach LOS		F			D			F			А	
d_I, Intersection Delay [s/veh]						86	.95					
Intersection LOS	F											
Intersection V/C	1.047											

Option 1: Feasibility Report Improvements

Number						4	4					
Intersection					Alder	Ave at Re	naissance	Pkwy				
Control Type						Signa	alized					
Analysis Method		HCM 6th Edition										
Name		Alder Ave	:		Alder Ave		Rena	aissance F	Pkwy	Rena	aissance F	Pkwy
Approach	١	Northboun	d	S	Southboun	d	ı	Eastbound	ł	V	Vestbound	d
Lane Configuration		٦I٢		+	17]}	•		٦١٢			٦١٢	
Turning Movement	Left Thru Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	88 397 17			201	569	63	91	155	51	20	146	215
Total Analysis Volume [veh/h]	101 887 45			552	1233	112	164	273	58	46	258	576

Intersection Settings

Cycle Length [s]						9	0						
Coordination Type					Time c	of Day Pat	tern Coor	dinated					
Actuation Type						Semi-a	ctuated						
Lost time [s]						0.0	00						
Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-	
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0	
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0	
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	9	26	0	18	35	0	12	33	0	13	34	0	
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0	
Pedestrian Clearance [s]	0	14	0	0	17	0	0	17	0	0	17	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall	No	No		No	No		No	No		No	No		
Maximum Recall	No	No		No	No		No	No		No	No		
Pedestrian Recall	No	No		No	No		No	No		No	No		
Pedestrian Signal Group													
Pedestrian Walk [s]	0												
Pedestrian Clearance [s]						()						

Lane Group Calculations

g / C, Green / Cycle	0.06	0.24	0.24	0.16	0.34	0.34	0.09	0.38	0.38	0.04	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.06	0.25	0.25	0.16	0.35	0.36	0.09	0.09	0.09	0.03	0.14	0.36
so, Base Saturation Flow per Lane [pc/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type		3			3			3			3	
s, saturation flow rate [veh/h]	1810	1900	1868	3514	1900	1846	1810	1900	1787	1810	1900	1615
c, Capacity [veh/h]	101	464	457	547	654	636	161	726	683	72	633	538
X, volume / capacity	1.00	1.01	1.01	1.01	1.03	1.06	1.02	0.23	0.24	0.64	0.41	1.07
d, Delay for Lane Group [s/veh]	85.39	78.76	79.14	58.32	72.32	80.98	79.01	19.01	19.05	51.52	23.56	88.84
Lane Group LOS	F	F	F	F	F	F	F	В	В	D	С	F
0.00 11 0		h 1	h 1	h 1	h 1	17		h 1	h 1	h 1	h 1	

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Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.31	15.05	14.85	7.15	20.36	21.31	5.05	2.19	2.10	1.13	3.92	19.20
50th-Percentile Queue Length [ft/ln]	82.68	376.37	371.20	178.71	508.99	532.66	126.25	54.87	52.48	28.37	97.94	479.88
95th-Percentile Queue Length [veh/ln]	5.95	21.57	21.32	11.58	28.31	29.96	8.79	3.95	3.78	2.04	7.05	27.56
95th-Percentile Queue Length [ft/ln]	148.82	539.19	532.90	289.60	707.66	748.88	219.86	98.76	94.46	51.07	176.29	688.97

d_M, Delay for Movement [s/veh]	85.39	78.94	79.14	58.32	76.25	80.98	79.01	19.03	19.05	51.52	23.56	88.84
Movement LOS	F	E	E	F	E	F	F	В	В	D	С	F
Critical Movement	No	No	No	No	No	No	No	No	No	No	No	Yes
d_A, Approach Delay [s/veh]		79.58			71.31			38.90			67.75	
Approach LOS		E			E			D			Е	
d_I, Intersection Delay [s/veh]						68	.84					
Intersection LOS	E											
Intersection V/C	0.867											

Option 3: EB Right - Split Phase

Number							1					
Intersection					Ald	der Ave at	Casmalia	a St				
Control Type						Signa	alized					
Analysis Method		HCM 6th Edition										
Name	Alder Ave				Alder Ave		Sier	ra Lakes F	Pkwy	C	asmalia S	St
Approach	١	Northboun	d	S	outhboun	d	I	Eastbound	t	١	Vestbound	t
Lane Configuration	+	<u> 141</u> г	•	•	7 r			٦١٢		+	17	•
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	95	74	245	24	102	28	11	258	130	301	194	5
Total Analysis Volume [veh/h]	398	247	388	26	264	41	20	326	441	467	254	6

Intersection Settings

Cycle Length [s]						1	130						
Coordination Type					Time o	of Dav Pa	ttern Coor	dinated					
Actuation Type							actuated						
Lost time [s]						0	0.00						
Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0	
Auxiliary Signal Groups									6,8				
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-	
Minimum Green [s]	5	5	0	5	5	0	5	5	5	5	5	0	
Maximum Green [s]	5	30	0	30	30	0	30	30	30	30	30	0	
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	
Split [s]	9	49	0	9	26	0	25	28	28	27	30	0	
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	0	
Pedestrian Clearance [s]	0	21	0	0	17	0	0	17	17	0	21	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	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	
Minimum Recall		No	İ		No	İ	No	No	No	No	No		
Maximum Recall		No	İ		No	İ	No	No	No	No	No		
Pedestrian Recall		No	İ		No		No	No	No	No	No	İ	
Pedestrian Signal Group	0												
Pedestrian Walk [s]	0												
Pedestrian Clearance [s]							0						

Lane Group Calculations

g / C, Green / Cycle	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.02	0.19	0.68	0.18	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.12	0.12	0.12	0.24	0.01	0.07	0.03	0.01	0.17	0.27	0.17	0.07	0.07
so, Base Saturation Flow per Lane [pc/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type		3	3			3			3			3	
s, saturation flow rate [veh/h]	1810	1825	1729	1615	1810	3618	1615	1810	1900	1615	2796	1900	1885
c, Capacity [veh/h]	466	470	446	416	466	932	416	36	353	1099	497	649	644
X, volume / capacity	0.47	0.47	0.47	0.93	0.06	0.28	0.10	0.56	0.92	0.40	0.94	0.20	0.20
d, Delay for Lane Group [s/veh]	44.03	44.00	44.18	77.06	36.56	39.39	37.22	75.92	72.46	10.21	62.32	30.41	30.41
Lane Group LOS	D	D	D	Е	D	D	D	E	Е	В	E	С	С
0.11	h 1	h 1	h 1	.,	h 1	17	h 1	h 1	17	h 1	17	h 1	h 1

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Critical Lane Group	No	No	NO	Yes	No	Yes	NO	No	Yes	NO	Yes	No	NO
50th-Percentile Queue Length [veh/ln]	6.12	6.17	5.87	15.21	0.64	3.38	1.02	0.76	12.00	4.89	7.85	2.79	2.77
50th-Percentile Queue Length [ft/ln]	153.0	154.3	146.7	380.3	15.91	84.38	25.57	19.05	299.99	122.20	196.35	69.87	69.35
95th-Percentile Queue Length [veh/ln]	10.18	10.25	9.84	21.61	1.15	6.08	1.84	1.37	17.68	8.51	12.45	5.03	4.99
95th-Percentile Queue Length [ft/ln]	254.5	256.1	246.0	540.2	28.64	151.89	46.02	34.29	442.01	212.85	311.25	125.77	124.83

d_M, Delay for Movement [s/veh]	44.02	44.15	77.06	36.56	39.39	37.22	75.92	72.46	10.21	62.32	30.41	30.41	
Movement LOS	D	D	E	D	D	D	E	E	В	E	С	С	
Critical Movement	No	No	Yes	No	No	No	No	No	No	No	No	No	
d_A, Approach Delay [s/veh]	56.46			38.90			37.67			50.91			
Approach LOS		Е			D			D			D		
d_I, Intersection Delay [s/veh]						47	.90						
Intersection LOS	D												
Intersection V/C		0.652											

Option 2: Copy of Feasibility Report Improvements

Number		2											
Intersection		Alder Ave at SR-210 WB Ramps											
Control Type		Signalized											
Analysis Method		HCM 6th Edition											
Name	Alder Ave			Alder Ave			SR-21	0 WB On-	-Ramp	SR-210 WB Off-Ramp			
Approach	Northbound			Southbound			[Eastbound	d	Westbound			
Lane Configuration	•	וורר			1H						7 F		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Base Volume Input [veh/h]	408	431	0	0	369	426	0	0	0	319	2	201	
Total Analysis Volume [veh/h]	785	908	0	0	829	625	0	0	0	554	2	359	

Intersection Settings

Intersection Settings													
Cycle Length [s]						9	0						
Coordination Type		Time of Day Pattern Coordinated											
Actuation Type		Semi-actuated Semi-actuated											
Lost time [s]		0.00											
Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	
Signal Group	1	6	0	0	2	0	0	0	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-	
Minimum Green [s]	5	5	0	0	5	0	0	0	0	5	5	0	
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	30	0	
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	
Split [s]	22	61	0	0	39	0	0	0	0	29	29	0	
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0	
Pedestrian Clearance [s]	0	7	0	0	3	0	0	0	0	0	17	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	
Minimum Recall	No	No			No						No		
Maximum Recall	No	No			No						No		
Pedestrian Recall	No	No			No						No		
Pedestrian Signal Group				•		()						
Pedestrian Walk [s]						()						
Pedestrian Clearance [s]						()						

Lane Group Calculations

g / C, Green / Cycle	0.20	0.63	0.39	0.39		0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.22	0.25	0.38	0.44		0.31	0.22
so, Base Saturation Flow per Lane [pc/h/ln	1900	1900	1900	1900		1900	1900
Arrival type	3		;	3	3	3	
s, saturation flow rate [veh/h]	3514	3618	1900	1650		1810	1616
c, Capacity [veh/h]	703	2291	739	642		503	449
X, volume / capacity	1.12	0.40	0.98	1.13		1.10	0.80
d, Delay for Lane Group [s/veh]	93.46	8.59	56.64	105.72		99.28	36.62
Lane Group LOS	F	Α	Е	F		F	D
0.99.110	.,	h 1	h.1		l		h 1

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Critical Lane Group	Yes	NO	NO	Yes	Yes	NO
50th-Percentile Queue Length [veh/ln]	12.73	3.42	19.56	26.00	19.88	7.85
50th-Percentile Queue Length [ft/ln]	318.20	85.53	489.07	649.93	497.07	196.24
95th-Percentile Queue Length [veh/ln]	19.63	6.16	26.82	37.37	28.82	12.44
95th-Percentile Queue Length [ft/ln]	490.83	153.95	670.42	934.16	720.56	311.11

d_M, Delay for Movement [s/veh]	93.46	8.59	0.00	0.00	62.68	105.72	0.00	0.00	0.00	99.28	36.62	36.62
Movement LOS	F	Α			E	F				F	D	D
Critical Movement	No	No			No	Yes				No	No	No
d_A, Approach Delay [s/veh]	47.94			81.18			0.00			74.56		
Approach LOS		D		F				А		Е		
d_I, Intersection Delay [s/veh]						65	.84					
Intersection LOS		E										
Intersection V/C		0.970										

Version 2021 (SP 0-4)

Option 2: Copy of Feasibility Report Improvements

Number						;	3					
Intersection					Alder	Ave at SR	-210 EB I	Ramps				
Control Type						Signa	alized					
Analysis Method		HCM 6th Edition										
Name		Alder Ave	;		Alder Ave		SR-21	10 EB Off-	Ramp	SR-210 EB On-Ramp		
Approach	1	Northboun	d	5	Southboun	d	ı	Eastbound	t	\	Vestboun	d
Lane Configuration		1F		,	וורר			4				
Turning Movement	Left Thru Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0 530 403			138	458	0	186	4	423	0	0	0
Total Analysis Volume [veh/h]	0 1143 705			235	959	0	310	4	629	0	0	0

Intersection Settings

Cycle Length [s]	1						0						
Coordination Type					Time o	of Day Pat		dinated					
Actuation Type						Semi-a	ctuated						
Lost time [s]						0.	00						
Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-	
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0	
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0	
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	
Split [s]	0	46	0	10	56	0	0	34	0	0	0	0	
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0	
Pedestrian Clearance [s]	0	3	0	0	7	0	0	10	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	
Minimum Recall		No		No	No			No					
Maximum Recall		No		No	No			No					
Pedestrian Recall		No		No	No			No					
Pedestrian Signal Group				•		()			•		-	
Pedestrian Walk [s]						()						
Pedestrian Clearance [s]		0											

Lane Group Calculations

							,
g / C, Green / Cycle	0.47	0.47	0.07	0.58	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.49	0.55	0.07	0.27	0.17	0.39	
so, Base Saturation Flow per Lane [pc/h/ln	1900	1900	1900	1900	1900	1900	
Arrival type	3	3	3	3	3	3	3
s, saturation flow rate [veh/h]	1900	1675	3514	3618	1811	1615	
c, Capacity [veh/h]	887	781	234	2090	604	538	
X, volume / capacity	1.04	1.18	1.00	0.46	0.52	1.17	
d, Delay for Lane Group [s/veh]	65.75	118.99	70.08	11.64	24.89	124.41	
Lane Group LOS	F	F	F	В	С	F	
0.77. 11. 0	h 1	17	17	h.1	h. I	17	İ

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Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	26.14	34.60	3.37	4.62	5.35	25.25	
50th-Percentile Queue Length [ft/ln]	653.60	864.97	84.15	115.59	133.81	631.18	
95th-Percentile Queue Length [veh/ln]	35.64	49.80	6.06	8.15	9.15	36.88	
95th-Percentile Queue Length [ft/ln]	890.97	1245.05	151.48	203.76	228.67	922.06	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	75.95	118.99	70.08	11.64	0.00	24.89	24.89	124.41	0.00	0.00	0.00
Movement LOS		E F		F	В		С	С	F			
Critical Movement		No	No	No	No No			No No Yes				
d_A, Approach Delay [s/veh]		92.37		23.15				91.27				
Approach LOS		F			С			F			А	
d_I, Intersection Delay [s/veh]						71	.37					
Intersection LOS	·	•		•							•	
Intersection V/C						1.0	800					

Version 2021 (SP 0-4)

Option 1: Feasibility Report Improvements

Number						4	4					
Intersection					Alder	Ave at Re	naissance	e Pkwy				
Control Type						Signa	alized					
Analysis Method						HCM 6tl	h Edition					
Name		Alder Ave	;		Alder Ave		Rena	aissance F	Pkwy	Renaissance Pkwy		
Approach	1	Northboun	d	S	Southbound Eastbound					١	Vestbound	d
Lane Configuration		٦١٢		+	17]}	•		٦١٢			٦١٢	
Turning Movement	Left Thru Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	35 638 39			225	546	121	95	206	41	50	132	185
Total Analysis Volume [veh/h]	38	38 1222 63			975	188	148	296	44	73	217	474

Intersection Settings

Cycle Length [s]	T					9	0					
Coordination Type					Time o	of Day Pat	tern Coor	dinated				
Actuation Type							ctuated					
Lost time [s]						0.0	00					
Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups		<u> </u>	<u> </u>						<u> </u>		İ	
Lead / Lag	Lead	-	-	Lead	-	-	Lead	_	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	33	0	17	36	0	11	26	0	14	29	0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Pedestrian Signal Group		-		•	-	()			•	-	
Pedestrian Walk [s]						()					
Pedestrian Clearance [s]	0											

Lane Group Calculations

g / C, Green / Cycle	0.03	0.32	0.32	0.14	0.43	0.43	0.08	0.30	0.30	0.05	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.02	0.34	0.34	0.15	0.31	0.32	0.08	0.09	0.09	0.04	0.11	0.29
so, Base Saturation Flow per Lane [pc/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type		3			3			3			3	
s, saturation flow rate [veh/h]	1810	1900	1867	3514	1900	1796	1810	1900	1816	1810	1900	1615
c, Capacity [veh/h]	64	612	602	508	820	775	141	575	549	96	528	449
X, volume / capacity	0.60	1.06	1.06	1.03	0.72	0.74	1.05	0.30	0.30	0.76	0.41	1.06
d, Delay for Lane Group [s/veh]	51.34	82.97	84.02	64.17	26.48	27.67	91.08	24.38	24.43	53.58	27.01	84.58
Lane Group LOS	D	F	F	F	С	С	F	С	С	D	С	F
0 11 0	h.1	h 1	.,	17	h 1	h.1		h.1	h 1	h.1	h 1	37

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Version 2021 (SP 0-4)

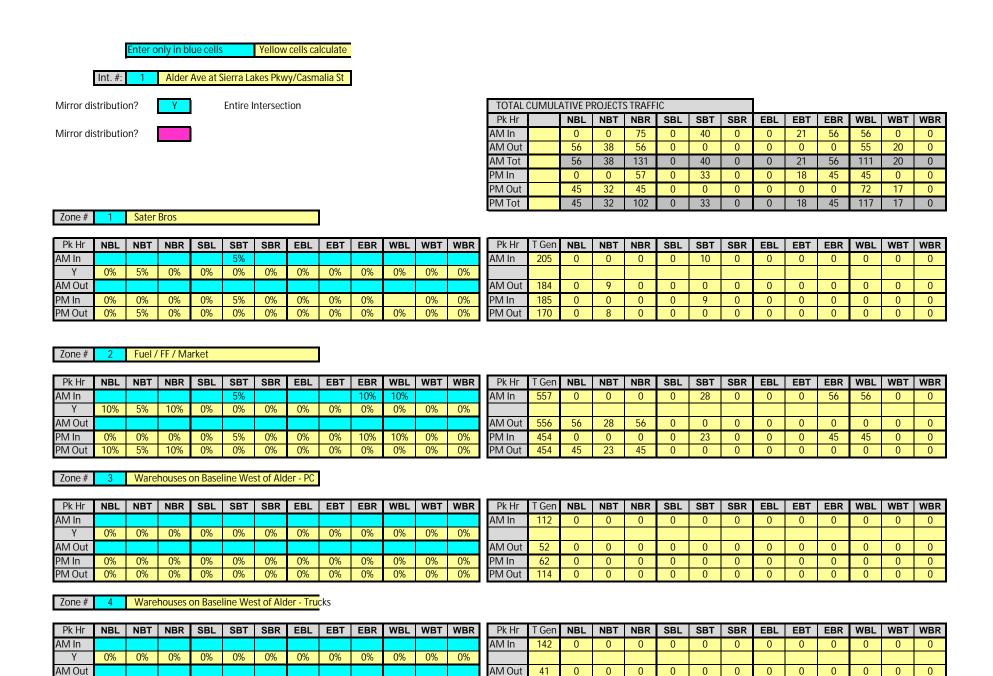
Critical Lane Group	NO	No	Yes	Yes	No	No	Yes	NO	No	NO	No	Yes
50th-Percentile Queue Length [veh/ln]	0.94	20.80	20.62	7.03	10.12	10.13	4.88	2.64	2.56	1.82	3.57	15.35
50th-Percentile Queue Length [ft/ln]	23.53	520.08	515.55	175.74	252.88	253.21	121.95	66.02	63.92	45.52	89.23	383.72
95th-Percentile Queue Length [veh/ln]	1.69	29.33	29.15	11.51	15.33	15.35	8.64	4.75	4.60	3.28	6.42	22.50
95th-Percentile Queue Length [ft/ln]	42.36	733.29	728.72	287.67	383.28	383.69	215.98	118.83	115.05	81.94	160.62	562.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.34	83.47	84.02	64.17	26.95	27.67	91.08	24.40	24.43	53.58	27.01	84.58
Movement LOS	D F F		F	С	С	F	С	С	D	С	F	
Critical Movement	No No No		No	No No No		Yes No No		No	No	No	No	
d_A, Approach Delay [s/veh]		82.57			38.54			44.63				
Approach LOS		F			D					E		
d_I, Intersection Delay [s/veh]				57.71								
Intersection LOS				E								
Intersection V/C	0.865											

APPENDIX E

CUMULATIVE PROJECTS INFORMATION



Related Projects Trip Distribution.xlsx, Int1 7/9/2021, 7:59 AM 546

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	Int. #:	1	Alder Ave at Sierra Lakes Pkwy/Casmalia St
Zone #	5	Morin	n Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		Pk
AM In													ŀ	AM I
Υ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
AM Out													A	AM (
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	F	PM I
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	F	PM (

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	28	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	8	0	0	0	0	0	0	0	0	0	0	0	0
PM In	10	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	29	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 6 Morin Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Υ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	14	0	0	0	0	0	0	0	0	0	0	0	0
PM In	16	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	49	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7 Warehouse (SEC Casmalia/Linden)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In			80%					5%				
Υ	0%	0%	0%	0%	0%	0%	0%	0%	0%	80%	5%	0%
AM Out												
PM In	0%	0%	80%	0%	0%	0%	0%	5%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	80%	5%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	25	0	0	20	0	0	0	0	1	0	0	0	0
AM Out	24	0	0	0	0	0	0	0	0	0	19	1	0
PM In	26	0	0	21	0	0	0	0	1	0	0	0	0
PM Out	25	0	0	0	0	0	0	0	0	0	20	1	0

Zone # 8 Fuel Station /Fast Food SWC Ayala/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In			10%					10%				
Υ	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
AM Out												
PM In	0%	0%	10%	0%	0%	0%	0%	10%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	202	0	0	20	0	0	0	0	20	0	0	0	0
AM Out	188	0	0	0	0	0	0	0	0	0	19	19	0
PM In	174	0	0	17	0	0	0	0	17	0	0	0	0
PM Out	164	0	0	0	0	0	0	0	0	0	16	16	0

Zone # 9 East Casmalia Warehouse

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In			45%									
Υ	0%	0%	0%	0%	0%	0%	0%	0%	0%	45%	0%	0%
AM Out												
PM In	0%	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	45%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	78	0	0	35	0	0	0	0	0	0	0	0	0
AM Out	37	0	0	0	0	0	0	0	0	0	17	0	0
PM In	43	0	0	19	0	0	0	0	0	0	0	0	0
PM Out	80	0	0	0	0	0	0	0	0	0	36	0	0

Related Projects Trip Distribution.xlsx, Int1 547

	Int. #:	1	Alder Ave at Sierra Lakes Pkwy/Casmalia S	St
Zone #	10	Ayala	Shopping Center	

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					2%							
Υ	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	48	0	0	0	0	1	0	0	0	0	0	0	0
AM Out	40	0	1	0	0	0	0	0	0	0	0	0	0
PM In	58	0	0	0	0	1	0	0	0	0	0	0	0
PM Out	39	0	1	0	0	0	0	0	0	0	0	0	0

Zone # 11 Hotel

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					1%							
Υ	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	52	0	0	0	0	1	0	0	0	0	0	0	0
AM Out	38	0	0	0	0	0	0	0	0	0	0	0	0
PM In	46	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	48	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12 Crow Holding (N/S Baseline E/O Ayala) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Υ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	39	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	15	0	0	0	0	0	0	0	0	0	0	0	0
PM In	19	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	41	0	0	0	0	0	0	0	0	0	0	0	0

Zone # Crow Holding (N/S Baseline E/O Ayala) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Υ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	11	0	0	0	0	0	0	0	0	0	0	0	0
PM In	15	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	52	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 14 Orbis (NEC Renaissance and Laurel) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Υ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	8	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	3	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	8	0	0	0	0	0	0	0	0	0	0	0	0

Related Projects Trip Distribution.xlsx, Int1 548

	Int. #:	1	Alder	Ave at S	Sierra La	ikes Pkv	/v/Casm	nalia St																		
Zone #	15	Orbis		enaissan			,																			
			(
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In													AM In	10	0	0	0	0	0	0	0	0	0	0	0	0
Υ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out													AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM In	3	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	11	0	0	0	0	0	0	0	0	0	0	0	0
								-																		
Zone #	22	0																								
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%								AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
Υ	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out		5%											AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
Zone #	23	0						1																		
		•						_																		
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%								AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
Υ	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out		5%											AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	5%	0%		0%	0%	0%	0%	0%	0%	0%	0%		•				0	0	0			_		^	
		070	070	0%	070								PM Out	0	0	0	0	U	U	Ü	0	0	0	0	0	0
70ne #	24		070	076	070			1					PIVI Out	0	0	0	U	O	<u> </u>	J	U	0	0	0	0	0
Zone #	24	0	070	076	070			J					PIVI OUT	0	0	0	U	U	Ü	, v	U	0	0	0	0	0
Zone # Pk Hr	24 NBL		NBR	SBL	SBT	SBR	EBL	ЕВТ	EBR	WBL	WBT	WBR	Pk Hr	0 T Gen	0 NBL	NBT	NBR	SBL	SBT	SBR	EBL	0 EBT	0 EBR	0 WBL	0 WBT	0 WBR
		0				SBR	EBL			WBL	•							•							-	-
Pk Hr		0				SBR	EBL 0%			WBL 0%	•		Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Pk Hr AM In	NBL	0 NBT	NBR	SBL	SBT			ЕВТ	EBR		WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Pk Hr AM In Y AM Out PM In	0% 0%	0 NBT 0%	NBR 0%	SBL 0%	SBT 0%	0%	0%	EBT 0% 0%	EBR 0% 0%	0%	0% 0%	0% 0%	Pk Hr AM In AM Out PM In	T Gen 0 0 0	NBL 0 0 0	NBT 0 0 0 0	NBR 0 0 0 0 0	SBL 0 0 0	0 0 0	SBR 0 0 0 0 0	0 0 0	EBT 0 0 0	EBR 0 0 0	WBL 0 0 0	WBT 0 0 0	WBR 0 0 0 0
Pk Hr AM In Y AM Out	NBL 0%	0 NBT	NBR	SBL	SBT	0%	0%	EBT 0%	EBR	0%	0%	WBR	Pk Hr AM In AM Out	T Gen 0	NBL 0	NBT 0 0	NBR 0	SBL 0	SBT 0	SBR 0	EBL 0	EBT 0	EBR 0	WBL 0	WBT 0	WBR 0 0
Pk Hr AM In Y AM Out PM In PM Out	0% 0% 0%	0 NBT 0% 0% 0%	NBR 0% 0%	SBL 0% 0%	SBT 0% 0% 0%	0% 0% 0%	0% 0% 0%	0% 0%	0% 0%	0% 0% 0%	0% 0% 0%	0% 0%	Pk Hr AM In AM Out PM In	T Gen 0 0 0	NBL 0 0 0	NBT 0 0 0 0	NBR 0 0 0 0 0	SBL 0 0 0	0 0 0	SBR 0 0 0 0 0	0 0 0	EBT 0 0 0	EBR 0 0 0	WBL 0 0 0	WBT 0 0 0	WBR 0 0 0 0
Pk Hr AM In Y AM Out PM In	0% 0%	0 NBT 0% 0% 0%	NBR 0% 0%	SBL 0% 0%	SBT 0% 0% 0%	0% 0% 0%	0% 0% 0%	EBT 0% 0%	0% 0%	0% 0% 0%	0% 0% 0%	0% 0%	Pk Hr AM In AM Out PM In	T Gen 0 0 0	NBL 0 0 0	NBT 0 0 0 0	NBR 0 0 0 0 0	SBL 0 0 0	0 0 0	SBR 0 0 0 0 0	0 0 0	EBT 0 0 0	EBR 0 0 0	WBL 0 0 0	WBT 0 0 0	WBR 0 0 0 0
Pk Hr AM In Y AM Out PM In PM Out	0% 0% 0%	0 NBT 0% 0% 0%	NBR 0% 0%	SBL 0% 0%	SBT 0% 0% 0%	0% 0% 0%	0% 0% 0%	0% 0%	0% 0%	0% 0% 0%	0% 0% 0%	0% 0%	Pk Hr AM In AM Out PM In	T Gen 0 0 0	NBL 0 0 0	NBT 0 0 0 0	NBR 0 0 0 0 0	SBL 0 0 0	0 0 0	SBR 0 0 0 0 0	0 0 0	EBT 0 0 0	EBR 0 0 0	WBL 0 0 0	WBT 0 0 0	WBR 0 0 0 0
Pk Hr AM In Y AM Out PM In PM Out Zone #	0% 0% 0% 0%	0 NBT 0% 0% 0% Emaa	NBR 0% 0% 0% r Enterp	SBL 0% 0% 0% orise Hol	0% 0% 0% mes-No	0% 0% 0%	0% 0% 0% ed since	EBT 0% 0% 0% it looks	0% 0% 0% 0%	0% 0% 0% been bu	0% 0% 0% uilt for a	0% 0% 0% 0%	Pk Hr AM In AM Out PM In PM Out	T Gen 0 0 0 0	NBL 0 0 0 0	0 0 0 0	NBR 0 0 0 0 0 0 0	\$BL 0 0 0 0	SBT 0 0 0 0 0 0	SBR 0 0 0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	WBL 0 0 0 0	0 0 0 0	0 0 0 0
Pk Hr AM In Y AM Out PM In PM Out Zone #	0% 0% 0% 0%	0 NBT 0% 0% 0% Emaa	NBR 0% 0% 0% r Enterp	SBL 0% 0% 0% orise Hol	0% 0% 0% mes-No	0% 0% 0%	0% 0% 0% ed since	EBT 0% 0% 0% it looks	0% 0% 0% 0%	0% 0% 0% been bu	0% 0% 0% uilt for a	0% 0% 0% 0%	Pk Hr AM In AM Out PM In PM Out	T Gen 0 0 0 0 0	NBL 0 0 0 0	0 0 0 0 0	NBR 0 0 0 0 0 0 0 0 NBR	\$BL 0 0 0 0	\$BT 0 0 0 0 0 0 SBT	SBR 0 0 0 0 0 0 0 SBR	0 0 0 0	0 0 0 0	0 0 0 0 0 0 EBR	WBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	WBR
Pk Hr AM In Y AM Out PM In PM Out Zone #	0% 0% 0% 25	0 NBT 0% 0% 0% Emaa	NBR 0% 0% 0% r Enterp	SBL 0% 0% 0% orise Hot	0% 0% 0% 0% mes-No	0% 0% 0% t include	0% 0% 0% 0% ed since	EBT 0% 0% 0% it looks EBT	O% O% O% like it's	0% 0% 0% been bu	0% 0% 0% uilt for a	WBR 0% 0% 0% 0% while	Pk Hr AM In AM Out PM In PM Out	T Gen 0 0 0 0 0	NBL 0 0 0 0	0 0 0 0 0	NBR 0 0 0 0 0 0 0 0 NBR	\$BL 0 0 0 0	\$BT 0 0 0 0 0 0 SBT	SBR 0 0 0 0 0 0 0 SBR	0 0 0 0	0 0 0 0	0 0 0 0 0 0 EBR	WBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	WBR
Pk Hr AM In Y AM Out PM In PM Out Zone # Pk Hr AM In Y AM Out PM In	0% 0% 0% 25 NBL 0%	0 NBT 0% 0% 0% NBT 0% 0%	NBR 0% 0% 0% r Enterp NBR 0%	0% 0% 0% 0% 0% 0%	0% 0% 0% 0% SBT 0%	0% 0% 0% t include SBR 0%	0% 0% 0% 0% ed since EBL 0%	0% 0% 0% it looks EBT 0%	0% 0% 0% like it's EBR 0%	0% 0% 0% been bu	0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% while WBR 0%	Pk Hr AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In	T Gen 0 0 0 0 0 0 0 0 0	NBL 0 0 0 0 0	NBT 0 0 0 NBT 0 0 0 0 0 0 0 0 0	NBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SBL 0 SBL 0 0 0 0 0	SBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBR
Pk Hr AM In Y AM Out PM In PM Out Zone #	0% 0% 0% 0%	0 NBT 0% 0% 0% Emaa	NBR 0% 0% 0% r Enterp	SBL 0% 0% 0% orise Hol	0% 0% 0% mes-No	0% 0% 0%	0% 0% 0% ed since	EBT 0% 0% 0% it looks	0% 0% 0% 0%	0% 0% 0% been bu	0% 0% 0% uilt for a	0% 0% 0% 0%	Pk Hr AM In AM Out PM In PM Out	T Gen 0 0 0 0 0	NBL 0 0 0 0	0 0 0 0 0	NBR 0 0 0 0 0 0 0 0 NBR	\$BL 0 0 0 0	\$BT 0 0 0 0 0 0 SBT	SBR 0 0 0 0 0 0 0 SBR	0 0 0 0	0 0 0 0	0 0 0 0 0 0 EBR	WBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	W
Pk Hr AM In Y AM Out PM In PM Out Zone # Pk Hr AM In Y AM Out	0% 0% 0% 25 NBL	0 NBT 0% 0% 0% Emaa NBT 0%	NBR 0% 0% 0% r Enterp	SBL 0% 0% 0% orise Hol	0% 0% 0% 0% mes-No	0% 0% 0% t include SBR 0%	0% 0% 0% ed since EBL	EBT 0% 0% 0% it looks EBT 0%	0% 0% 0% like it's	0% 0% 0% been bu	0% 0% 0% uilt for a	WBR 0% 0% 0% while WBR 0%	Pk Hr AM In AM Out PM In PM Out Pk Hr AM In	T Gen 0 0 0 0 0 T Gen 0	NBL 0 0 0 0	NBT 0 0 0 NBT 0 0 0 0 0 0 0 0 0	NBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SBL 0 SBL 0	SBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EBL 0	EBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EBR 0 0	WBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBR
Pk Hr AM In Y AM Out PM In PM Out Zone # Pk Hr AM In Y AM Out	0% 0% 0% 25 NBL	0 NBT 0% 0% 0% Emaa NBT 0%	NBR 0% 0% 0% r Enterp	SBL 0% 0% 0% orise Hol	0% 0% 0% 0% mes-No	0% 0% 0% t include SBR 0%	0% 0% 0% ed since EBL	EBT 0% 0% 0% it looks EBT 0%	0% 0% 0% like it's	0% 0% 0% been bu	0% 0% 0% uilt for a	WBR 0% 0% 0% while WBR 0%	Pk Hr AM In AM Out PM In PM Out Pk Hr AM In	T Gen 0 0 0 0 0 T Gen 0	NBL 0 0 0 0	NBT 0 0 0 NBT 0 0 0 0 0 0 0 0 0	NBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SBL 0 SBL 0	SBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EBL 0	EBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EBR 0 0	WBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBR 0 0 0 0

Related Projects Trip Distribution.xlsx, Int1 549

T Gen NBL NBT NBR SBL SBT SBR EBL EBT

0

0

0

EBR WBL WBT WBR

0

0

Pk Hr

AM In

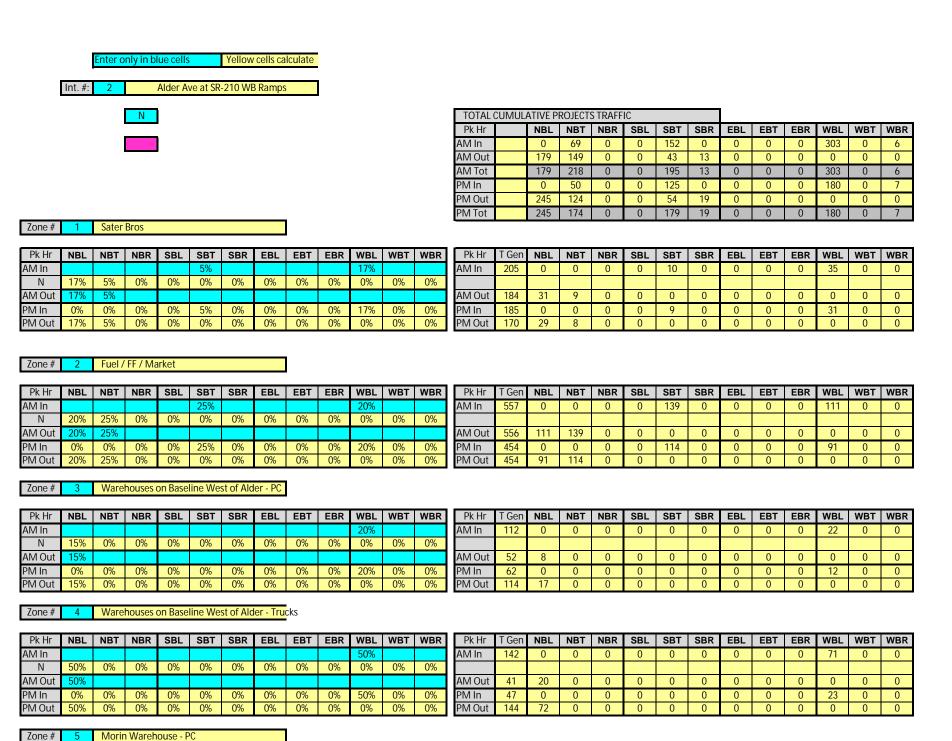
B+B Plastics - Trip Assignment from study

NBL NBT NBR SBL SBT SBR EBL EBT EBR WBL WBT WBR

Zone #

	Int.#:	1	Alder	Ave at S	ierra La	kes Pkw	y/Casm	ialia St																		
Υ	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out													AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Related Projects Trip Distribution.xlsx, Int1 550



Related Projects Trip Distribution.xlsx, Int 2 7/9/2021, 7:59 AM 551

	Int. #:	2		Alder A	ve at SR	-210 WE	3 Ramps	5																		
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	NDE	ND:	REIT	ODE	5%	OBIT	202	25.	LB IX	15%		WER	AM In	28	0	0	0	0	1	0	0	0	0	4	0	0
N	15%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7 (101 111	20	Ŭ	Ŭ	Ŭ	Ü		Ü		Ü	Ŭ	•	Ü	
AM Out	15%	5%	070	070	0,10	0,0	070	070	070	070	070	070	AM Out	8	1	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	15%	0%	0%	PM In	10	0	0	0	0	1	0	0	0	0	2	0	0
PM Out	15%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	29	4	1	0	0	0	0	0	0	0	0	0	0
i ivi out	1370	370	070	070	070	070	070	070	070	070	070	070	i ivi out	27		'	U	U	U	U	U	U	U	U	U	U
Zone #	6	Morir	n Wareh	ouse - T	rucks																					
Pk Hr	NDI	NBT	NDD	CDI	CDT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Dk Hr	T Con	NDI	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WDI	WBT	WDD
	NBL	NDI	NBR	SBL	SBT	SDK	EBL	EDI	EBR		WDI	WDK	Pk Hr	T Gen	NBL									WBL		WBR
AM In N	00/	00/	Ω0/	00/	00/	00/	00/	00/	00/	55%	00/	00/	AM In	49	0	0	0	0	0	0	0	0	0	27	0	0
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	AM Out	14	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	0%	PM In	16	0	0	0	0	0	0	0	0	0	9	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	49	0	0	0	0	0	0	0	0	0	0	0	0
·····out	0,0	0,10	070	0,0	0,10	0,10	0,0	070	070	070	070	070	i iii out	.,	Ü	Ü	Ü	Ū		Ü		Ū	Ū	Ü	Ū	Ū
Zone #	7	Ware	house (S	SEC Casi	malia/Li	nden)																				
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	MDL	55%	NDIX	OBL	361	SDIC	LDL	LDI	LDI	WDL	WDI	25%	AM In	25	0	14	0	0	0	0	0	0	0	0	0	6
N	0%	0%	0%	0%	55%	25%	0%	0%	0%	0%	0%	0%	AIVI III	20	0	14	U	U	U	U	U	0	U	U	U	0
AM Out	070	070	070	070	55%	25%	070	076	070	070	070	078	AM Out	24	0	0	0	0	13	6	0	0	0	0	0	0
	00/	EE0/	00/	00/			00/	00/	00/	00/	00/	2E0/	PM In	26	0	14	0	0	0	0	0	0	0	0	0	7
PM In PM Out	0% 0%	55% 0%	0% 0%	0% 0%	0% 55%	0% 25%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	25% 0%	PM Out	25	0	0	0	0	14	6	0	0	0	0	0	0
FIVI Out	076	076	076	076	3376	2370	076	070	076	076	070	070	rivi Out	20	U	U	U	U	14	Ü	U	U	U	U	U	U
Zone #	8	Fuel S	Station /	Fast Foo	od SWC	Ayala/C	<mark>asmalia</mark>																			
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	MDL	10%	NDIX	OBL	361	SDIC	LDL	LDI	LDI	WDL	WDI	WDIX	AM In	202	0	20	0	0	0	0	0	0	0	0	0	0
N	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	AIVIIII	202		20	U	0	U	0	- 0	- 0	0	0	- 0	0
AM Out	070	070	070	070	10%	070	070	070	070	070	070	070	AM Out	188	0	0	0	0	19	0	0	0	0	0	0	0
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM In	174	0	17	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	PM Out	164	0	0	0	0	16	0	0	0	0	0	0	0
i ivi Out	070	070	070	070	1070	070	070	070	070	070	070	070	i ivi Out	104	U	U	U	0	10	U	U	U	U	U	U	U
Zone #	9	East 0	asmalia	Wareh	ouse																					
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%											AM In	78	0	35	0	0	0	0	0	0	0	0	0	0
N	0%	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%		,,,	Ŭ	- 00	Ü	Ü		Ü		- 0	Ü	Ü	U	
AM Out			-70	-70	30%	15%	- 70	2,0	- 70		- 70	- 70	AM Out	37	0	0	0	0	11	6	0	0	0	0	0	0
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM In	43	0	19	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%	PM Out	80	0	0	0	0	24	12	0	0	0	0	0	0
i wi out	070	070	070	070	3070	1070	070	070	070	070	070	070	i ivi out	00	U	U	U	U	4 7	12	U	U	U	U	U	U
Zone #	10	Ayala	Shoppii	ng Cente	er																					
Pk Hr	NBL	NPT	NPD	CDI.	CDT	SPD.	EPI	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NPT	NPD	SD1	CPT	SDD.	EDI	EPT	EPD	WBL	WBT	WBR
LK UI	NDL	NBT	NBR	SBL	SBT	SBR	EBL	EDI	EBK	WDL	WDI	WDK	LK UI	i den	NDL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WDL	WDI	AADK

Related Projects Trip Distribution.xlsx, Int 2 552

0% 0% 0% 0% 0% 0%

AM In

N 0% 2% 0% 0%

	Int. #:	2		Alder A	ve at SR	2-210 WI	B Ramps	S	1																	
AM Out		2%											AM Out	40	0	1	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	PM In	58	0	0	0	0	1	0	0	0	0	0	0	0
PM Out	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	39	0	1	0	0	0	0	0	0	0	0	0	0
													 													
Zone #	11	Hote																								
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	-01	-01		-01	1%		201	-01	-01		-01		AM In	52	0	0	0	0	1	0	0	0	0	0	0	0
N	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%														
AM Out	001	00/	201	00/	401	2%	00/	00/	00/	001	00/	00/	AM Out	38	0	0	0	0	0	1	0	0	0	0	0	0
PM In	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	PM In	46	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	PM Out	48	0	0	0	0	0	1	0	0	0	0	0	0
7000 #	12	Crown	Holding	MI/C D	ocolino I	T/O Ava	la) DC	1																		
Zone #	12	CIOW	Holding	J (IN/ 3 B	aseiine i	го нуа	ia) - PC	j																		
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	NDL	ND.	NDIX	ODL	ODI	OBIC	LUL		LDIX	20%	WDI	WER	AM In	39	0	0	0	0	0	0	0	0	0	8	0	0
N	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7 (101 111	37	0	Ŭ	0	0	0	U	0		0	-	0	U
AM Out	15%					0.0						9.0	AM Out	15	2	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	PM In	19	0	0	0	0	0	0	0	0	0	4	0	0
PM Out	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	41	6	0	0	0	0	0	0	0	0	0	0	0
-											•				_											
Zone #	13	Crow	Holding	g (N/S Ba	aseline l	E/O Aya	la) - Trud	cks																		
			Ì																							
Pk Hr	13 NBL	Crow	Ì	SBL	seline I	SBR	la) - Trud	ks EBT	EBR		WBT	WBR	Pk Hr	T Gen		NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Pk Hr AM In	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT		50%			Pk Hr AM In	T Gen	NBL 0	NBT 0	NBR 0	SBL 0	SBT 0	SBR 0	EBL 0	EBT 0	EBR 0	WBL 25	WBT 0	WBR 0
Pk Hr AM In N	NBL 50%		Ì						EBR		WBT 0%	WBR	AM In	49	0	0	0	0	0	0	0	0	0	25	0	0
Pk Hr AM In N AM Out	NBL 50% 50%	NBT 0%	NBR	SBL 0%	SBT 0%	SBR	EBL 0%	0%	0%	50% 0%	0%	0%	AM In AM Out	49 11	6	0	0	0	0	0	0	0	0	25 0	0	0
Pk Hr AM In N AM Out PM In	NBL 50% 50%	0% 0%	0% 0%	0% 0%	0% 0%	SBR 0% 0%	0% 0%	0% 0%	0%	50% 0% 50%	0%	0%	AM In AM Out PM In	49 11 15	6 0	0 0 0	0 0	0 0	0 0	0 0 0	0 0	0 0 0	0 0 0	25 0 8	0 0	0 0 0
Pk Hr AM In N AM Out	NBL 50% 50%	NBT 0%	NBR	SBL 0%	SBT 0%	SBR	EBL 0%	0%	0%	50% 0%	0%	0%	AM In AM Out	49 11	6	0	0	0	0	0	0	0	0	25 0	0	0
Pk Hr AM In N AM Out PM In PM Out	50% 50% 0% 50%	0% 0% 0%	0% 0%	0% 0%	0% 0% 0%	SBR 0% 0% 0%	0% 0%	0% 0%	0%	50% 0% 50%	0%	0%	AM In AM Out PM In	49 11 15	6 0	0 0 0	0 0	0 0	0 0	0 0 0	0 0	0 0 0	0 0 0	25 0 8	0 0	0 0 0
Pk Hr AM In N AM Out PM In	NBL 50% 50%	0% 0% 0%	0% 0%	0% 0%	0% 0% 0%	SBR 0% 0% 0%	0% 0%	0% 0%	0%	50% 0% 50%	0%	0%	AM In AM Out PM In	49 11 15	6 0	0 0 0	0 0	0 0	0 0	0 0 0	0 0	0 0 0	0 0 0	25 0 8	0 0	0 0 0
Pk Hr AM In N AM Out PM In PM Out	50% 50% 0% 50%	0% 0% 0%	0% 0%	0% 0%	0% 0% 0%	SBR 0% 0% 0%	0% 0%	0% 0%	0%	50% 0% 50% 0%	0%	0%	AM In AM Out PM In	49 11 15	6 0	0 0 0	0 0	0 0	0 0	0 0 0	0 0	0 0 0	0 0 0	25 0 8	0 0	0 0 0
Pk Hr AM In N AM Out PM In PM Out Zone #	50% 50% 0% 50%	0% 0% 0% 0%	0% 0% 0% 0%	SBL 0% 0% 0% 0% enaissar	0% 0% 0% 0%	SBR	0% 0% 0% 0%	0% 0% 0%	0% 0% 0%	50% 0% 50% 0%	0% 0% 0%	0%	AM In AM Out PM In PM Out	11 15 52	6 0 26	0 0 0 0	0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0	0 0 0 0	0 0 0 0	25 0 8 0	0 0 0	0 0 0 0
Pk Hr AM In N AM Out PM In PM Out Zone #	50% 50% 0% 50%	0% 0% 0% 0%	0% 0% 0% 0%	SBL 0% 0% 0% 0% enaissar	0% 0% 0% 0%	SBR	0% 0% 0% 0%	0% 0% 0%	0% 0% 0%	50% 0% 50% 0%	0% 0% 0%	0%	AM In AM Out PM In PM Out	11 15 52 T Gen	0 6 0 26	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	25 0 8 0	0 0 0 0	0 0 0 0
Pk Hr AM In N AM Out PM In PM Out Zone #	50% 50% 0% 50%	0% 0% Orbis	0% 0% 0% 0%	SBL 0% 0% 0% enaissar	SBT 0% 0% 0% Ce and SBT	SBR 0% 0% 0% Laurel)	0% 0% 0%	0% 0% 0%	0% 0% 0%	50% 0% 50% 0%	0% 0% 0%	0% 0% 0%	AM In AM Out PM In PM Out	11 15 52 T Gen	0 6 0 26	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	25 0 8 0	0 0 0 0	0 0 0 0
Pk Hr AM In N AM Out PM In PM Out Zone # Pk Hr AM In N	50% 50% 0% 50%	0% 0% Orbis	0% 0% 0% 0%	SBL 0% 0% 0% enaissar	SBT 0% 0% 0% Ce and SBT	SBR 0% 0% 0% Laurel)	0% 0% 0%	0% 0% 0%	0% 0% 0%	50% 0% 50% 0%	0% 0% 0%	0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In	11 15 52 T Gen 8	0 6 0 26 NBL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	25 0 8 0	0 0 0 0	0 0 0 0
Pk Hr AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out	NBL 50% 50% 0% 50% 14 NBL 0%	0% 0% 0% 0 Orbis	0% 0% 0% NBR NBR 0%	SBL 0% 0% 0% SBL 0%	0% 0% 0% 0ce and SBT 0%	SBR	0% 0% 0% - PC	0% 0% 0% 0%	0% 0% 0% 0%	50% 0% 50% 0%	0% 0% 0% 0%	0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In	11 15 52 T Gen 8	0 6 0 26 NBL 0	0 0 0 0	0 0 0 0 0 NBR 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	25 0 8 0	0 0 0 0	0 0 0 0
Pk Hr AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out PM In	50% 50% 0% 50% 14 NBL	0% 0% 0% Orbis NBT 0%	NBR	0% 0% 0% enaissar SBL 0%	0% 0% 0% 0SBT 0% 0Ce and 0SBT 0%	SBR 0% 0% SBR 0% 0% 0% 0% 0% 0% 0% 0	0% 0% -PC -BL -0%	0% 0% 0% EBT 0% 0%	0% 0% 0% 0%	50% 0% 50% 0% WBL 0%	0% 0% 0% 0%	0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In	11 15 52 T Gen 8	0 6 0 26 NBL 0	0 0 0 0 0	0 0 0 0 0 NBR 0	0 0 0 0 0 SBL 0	0 0 0 0 0 SBT 0	0 0 0 0 0 SBR 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	25 0 8 0 	0 0 0 0	0 0 0 0
Pk Hr AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out PM In	50% 50% 0% 50% 14 NBL	0% 0% 0% Orbis NBT 0% 0% 0%	NBR	SBL 0% 0% 0% 0% 0% 0% 0% 0	SBT 0% 0% 0% 0% 0% 0% 0% 0	SBR 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0%	0% 0% 0% EBT 0% 0%	0% 0% 0% 0%	50% 0% 50% 0% WBL 0%	0% 0% 0% 0%	0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In	11 15 52 T Gen 8	0 6 0 26 NBL 0	0 0 0 0 0	0 0 0 0 0 NBR 0	0 0 0 0 0 SBL 0	0 0 0 0 0 SBT 0	0 0 0 0 0 SBR 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	25 0 8 0 	0 0 0 0	0 0 0 0
Pk Hr AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out PM In PM Out	50% 50% 50% 14 NBL 0% 0% 15	0% 0% 0% Orbis NBT 0% 0% 0% Orbis	NBR	SBL 0% 0% 0% 0% 0% 0% 0% chaissar O% 0% 0% chaissar	SBT 0% 0% 0% 0% 0% 0% 0% 0	SBR	EBL 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	50% 0% 50% 0% WBL 0% 0%	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In PM Out	49 11 15 52 T Gen 8 3 4 8	0 6 0 26 NBL 0 0	0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 SBL 0 0	0 0 0 0 0 SBT 0 0	0 0 0 0 0 0 SBR 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	25 0 8 0 WBL 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0
Pk Hr AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out PM In PM Out Zone #	50% 50% 50% 14 NBL 0% 0%	0% 0% 0% Orbis NBT 0% 0% 0%	NBR	SBL 0% 0% 0% 0% 0% 0% 0% 0	SBT 0% 0% 0% 0% 0% 0% 0% 0	SBR 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0%	0% 0% 0% EBT 0% 0%	0% 0% 0% 0%	50% 0% 50% 0% WBL 0% 0%	0% 0% 0% 0%	0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In PM Out PH In PH Out	49 11 15 52 T Gen 8 4 8	0 6 0 26 NBL 0 0	0 0 0 0 0	0 0 0 0 0 NBR 0 0	0 0 0 0 0 SBL 0 0	0 0 0 0 0 SBT 0 0	0 0 0 0 0 SBR 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	25 0 8 0 WBL 0 0	0 0 0 0 0 WBT 0 0	0 0 0 0 0
Pk Hr AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out PM In PM Out Zone #	NBL 50% 50% 0% 50% 14 NBL 0% 0% 0% NBL	0% 0% 0% 0rbis NBT 0% 0% 0 Orbis NBT NBT	NBR 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	SBL 0% 0% 0% enaissar SBL 0% 0% SBL SBL SBL	SBT 0% 0% 0% 0% 0% 0% 0% 0% 0% SBT 0% SBT	SBR	EBL 0% 0% 0% 0% 0% 0% 0% 0	EBT	0% 0% 0% 0% 0% 0%	50% 0% 50% 0% 0% WBL 0% 0%	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In PM Out	49 11 15 52 T Gen 8 3 4 8	0 6 0 26 NBL 0 0	0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 SBL 0 0	0 0 0 0 0 SBT 0 0	0 0 0 0 0 0 SBR 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	25 0 8 0 WBL 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0
Pk Hr AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out PM In PM Out Zone #	50% 50% 50% 14 NBL 0% 0% 15	0% 0% 0% Orbis NBT 0% 0% 0% Orbis	NBR	SBL 0% 0% 0% 0% 0% 0% 0% chaissar O% 0% 0% chaissar	SBT 0% 0% 0% 0% 0% 0% 0% 0	SBR	EBL 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	50% 0% 50% 0% WBL 0% 0%	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In PM Out PH In PH Out	49 11 15 52 T Gen 8 4 8	0 6 0 26 NBL 0 0	0 0 0 0 0	0 0 0 0 0 NBR 0 0	0 0 0 0 0 SBL 0 0	0 0 0 0 0 SBT 0 0	0 0 0 0 0 SBR 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	25 0 8 0 WBL 0 0	0 0 0 0 0 WBT 0 0	0 0 0 0 0

Related Projects Trip Distribution.xlsx, Int 2 553

0

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PM In PM Out

 0%
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 0%

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PM In

PM Out

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	Int. #:	2	Alder Ave at SR-210 WB Ramps	
Zone #	22	0		

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	NDL	NDI	NDI	JDL	301	SDK	LDL	LDI	LDI	WDL	WDI	WDK		1 Gen	NDL	NDI	NDI	SDL	301	SDK	LDL	LDI	LDI	WDL	WDI	WDI
AM In					5%								AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
N	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out		5%											AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
DM Out	0%	5%	0%	N%	በ%	0%	በ%	0%	0%	0%	0%	0%	PM Out	0	Ω	Λ	0	0	Λ	0	0	Λ	0	Ω	Λ	0

Zone #

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr
AM In					5%								AM In
N	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
AM Out		5%											AM Out
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	PM In
PM Out	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Emaar Enterprise Homes-Not included since it looks like it's been built for a while Zone #

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

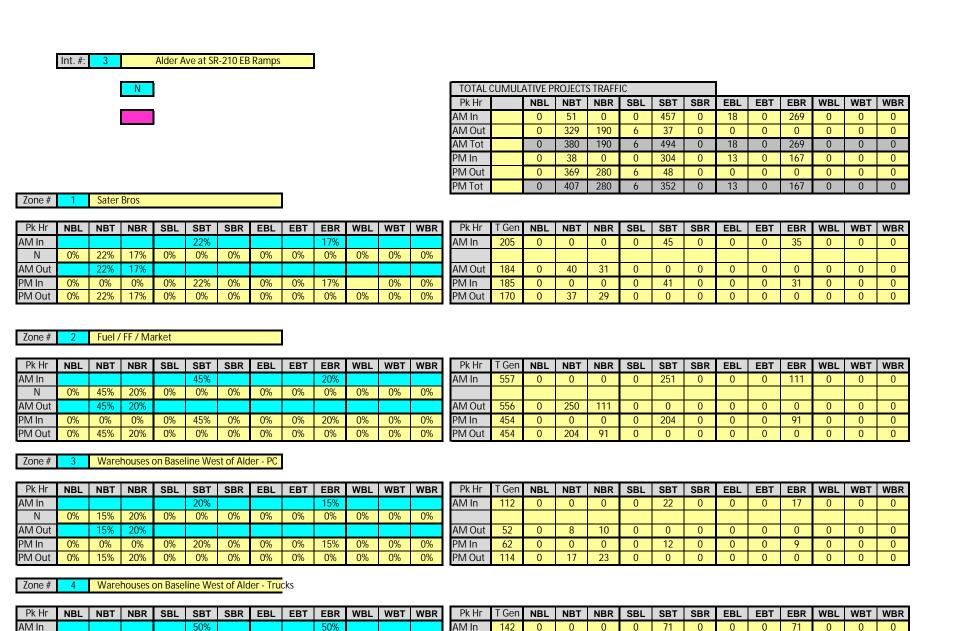
Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

B+B Plastics - Trip Assignment from study Zone #

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Related Projects Trip Distribution.xlsx, Int 2 7/9/2021, 7:59 AM



Related Projects Trip Distribution.xlsx, Int 3	7/9/2021, 7:39 AIVI	555

41

47

144

20

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72

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Morin Warehouse - PC

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	Int. #:	3		Alder A	ve at SF	R-210 EB	Ramps		1																	
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%				10%				AM In	28	0	0	0	0	6	0	0	0	3	0	0	0
N	0%	20%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out		20%	15%										AM Out	8	0	2	1	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	20%	0%	0%	0%	10%	0%	0%	0%	PM In	10	0	0	0	0	2	0	0	0	1	0	0	0
PM Out	0%	20%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	29	0	6	4	0	0	0	0	0	0	0	0	0
Zone #	6	Mori	n Wareh	iouse - 1	rucks			J																		
DI II													DI II	Τ.Ο.												I
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In N	0%	0%	55%	0%	55% 0%	0%	0%	0%	0%	0%	0%	0%	AM In	49	0	0	0	0	27	0	0	0	0	0	0	0
AM Out	076	076	55%	076	076	076	070	076	070	070	070	076	AM Out	14	0	0	8	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	PM In	16	0	0	0	0	9	0	0	0	0	0	0	0
PM Out	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	49	0	0	27	0	0	0	0	0	0	0	0	0
i ivi out	070	070	3370	070	070	070	070	070	070	070	070	070	i ivi out	77	U	U		U	U	U	U	U	U	U	U	U
Zone #	7	Ware	house (SEC Casi	malia/Li	inden)		1																		
						,		4																		
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		30%					25%						AM In	25	0	8	0	0	0	0	6	0	0	0	0	0
N	0%	0%	0%	25%	30%	0%	0%	0%	0%	0%	0%	0%														
AM Out				25%	30%								AM Out	24	0	0	0	6	7	0	0	0	0	0	0	0
PM In	0%	30%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	PM In	26	0	8	0	0	0	0	7	0	0	0	0	0
PM Out	0%	0%	0%	25%	30%	0%	0%	0%	0%	0%	0%	0%	PM Out	25	0	0	0	6	8	0	0	0	0	0	0	0
Zone #	8	Fuel	Station /	Fast Foo	od SWC	Ayala/C	asmalia																			
DI II													DI II	Τ.Ο.												I
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In N	0%	10% 0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	AM In	202	0	20	0	0	0	0	0	0	0	0	0	0
AM Out	076	076	070	076	10%	076	070	076	070	070	070	076	AM Out	188	0	0	0	0	19	0	0	0	0	0	0	0
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM In	174	0	17	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	PM Out	164	0	0	0	0	16	0	0	0	0	0	0	0
i wi out	070	070	070	070	1070	070	070	070	070	070	070	070	i ivi out	101	U	U	Ü	Ü	10	U	Ü	Ü	Ü	Ü	Ü	Ü
Zone #	9	East (Casmalia	Wareh	ouse			1																		
								4																		
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		30%					15%						AM In	78	0	23	0	0	0	0	12	0	0	0	0	0
N	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%														
AM Out					30%								AM Out	37	0	0	0	0	11	0	0	0	0	0	0	0
PM In	0%	30%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	PM In	43	0	13	0	0	0	0	6	0	0	0	0	0
PM Out	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	PM Out	80	0	0	0	0	24	0	0	0	0	0	0	0
Zone #	10	Ayala	Shoppi	ng Cent	er]																		
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	
AM In					2%								AM In	48	0	0	0	0	1	0	0	0	0	0	0	0
	001	001	001	001	004	001	001	001	001	001	001	001	7 (101 111	40	0	U	U	U		0	Ů	U	U	U	_	
N AM Out	0%	2% 2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	AM Out	40	0	1	0	0	0	0	0	0	0	0	0	0

Related Projects Trip Distribution.xlsx, Int 3 556

	Int. #:	3		Alder A	ve at SF	R-210 EE	Ramps		1																	
PM In	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	PM In	58	0	0	0	0	1	0	0	0	0	0	0	0
PM Out	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	39	0	1	0	0	0	0	0	0	0	0	0	0
Zone #	11	Hote																								
51.11													DI II	T 0												
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	1% 0%	0%	0%	0%	2% 0%	0%	0%	0%	AM In	52	0	0	0	0	1	0	0	0	1	0	0	0
AM Out	070	070	078	070	070	070	070	070	070	0 70	070	070	AM Out	38	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	1%	0%	0%	0%	2%	0%	0%	0%	PM In	46	0	0	0	0	0	0	0	0	1	0	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	48	0	0	0	0	0	0	0	0	0	0	0	0
															_											
Zone #	12	Crow	Holding	(N/S Ba	aseline E	E/O Aya	la) - PC																			
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%				15%				AM In	39	0	0	0	0	8	0	0	0	6	0	0	0
N	0%	15%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out		15%	20%										AM Out	15	0	2	3	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	20%	0%	0%	0%	15%	0%	0%	0%	PM In	19	0	0	0	0	4	0	0	0	3	0	0	0
PM Out	0%	15%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	41	0	6	8	0	0	0	0	0	0	0	0	0
Zone #	13	Crow	Holding	y (N/S Ba	aseline l	E/O Aya	la) - Truc	ks																		
								•																		
DI II						-							DI II	T.O.												
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					50%				50%				Pk Hr AM In	T Gen	NBL 0	NBT 0	NBR 0	SBL 0	SBT 25	SBR 0	EBL 0	EBT 0	EBR 25	WBL 0	WBT 0	WBR 0
AM In	NBL 0%	50%	50%	SBL 0%		SBR 0%	EBL 0%	EBT 0%		WBL 0%	WBT 0%	WBR	AM In	49	0	0	0	0	25	0	0	0	25	0	0	0
AM In N AM Out	0%	50% 50%	50% 50%	0%	50% 0%	0%	0%	0%	50% 0%	0%	0%	0%	AM In	11	0	6	6	0	25	0	0	0	25	0	0	0
AM In N AM Out PM In	0%	50% 50% 0%	50% 50% 0%	0%	50% 0% 50%	0%	0%	0%	50% 0% 50%	0%	0%	0%	AM In AM Out PM In	49 11 15	0 0	6 0	0 6 0	0 0	25	0 0 0	0 0	0 0 0	25 0 8	0 0	0 0 0	0 0 0
AM In N AM Out	0%	50% 50%	50% 50%	0%	50% 0%	0%	0%	0%	50% 0%	0%	0%	0%	AM In	11	0	6	6	0	25 0 8	0	0	0	25	0	0	0
AM In N AM Out PM In	0%	50% 50% 0% 50%	50% 50% 0%	0% 0% 0%	50% 0% 50% 0%	0% 0% 0%	0% 0% 0%	0%	50% 0% 50%	0%	0%	0%	AM In AM Out PM In	49 11 15	0 0	6 0	0 6 0	0 0	25 0 8	0 0 0	0 0	0 0 0	25 0 8	0 0	0 0 0	0 0 0
AM In N AM Out PM In PM Out	0% 0% 0%	50% 50% 0% 50%	50% 50% 0% 50%	0% 0% 0%	50% 0% 50% 0%	0% 0% 0%	0% 0% 0%	0%	50% 0% 50%	0%	0%	0%	AM In AM Out PM In	49 11 15	0 0	6 0	0 6 0	0 0	25 0 8	0 0 0	0 0	0 0 0	25 0 8	0 0	0 0 0	0 0 0
AM In N AM Out PM In PM Out	0% 0% 0%	50% 50% 0% 50%	50% 50% 0% 50%	0% 0% 0%	50% 0% 50% 0%	0% 0% 0%	0% 0% 0%	0%	50% 0% 50%	0%	0%	0%	AM In AM Out PM In	49 11 15	0 0	6 0	0 6 0	0 0	25 0 8	0 0 0	0 0	0 0 0	25 0 8	0 0	0 0 0	0 0 0
AM In N AM Out PM In PM Out Zone # Pk Hr AM In	0% 0% 0% 14 NBL	50% 50% 0% 50% Orbis	50% 50% 0% 50% (NEC Re	0% 0% 0% enaissan	50% 0% 50% 0% 0%	0% 0% 0% Laurel)	0% 0% 0% 0% - PC	0% 0% 0%	50% 0% 50% 0%	0% 0% 0%	0% 0% 0%	0% 0% 0%	AM In AM Out PM In PM Out	11 15 52	0 0 0	0 6 0 26	0 6 0 26	0 0 0	25 0 8 0	0 0 0 0	0 0 0	0 0 0 0	25 0 8 0	0 0 0	0 0 0	0 0 0 0
AM In N AM Out PM In PM Out Zone # Pk Hr AM In N	0% 0% 0% 14	50% 50% 0% 50% Orbis	50% 50% 0% 50%	0% 0% 0% enaissar	50% 0% 50% 0%	0% 0% 0% Laurel)	0% 0% 0% 0%	0% 0% 0%	50% 0% 50% 0%	0% 0% 0%	0% 0% 0%	0%	AM In AM Out PM In PM Out Pk Hr AM In	11 15 52 T Gen 8	0 0 0 0	0 6 0 26	0 6 0 26 NBR 0	0 0 0 0	25 0 8 0	0 0 0 0	0 0 0 0	0 0 0 0	25 0 8 0	0 0 0 0	0 0 0 0	0 0 0 0
AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out	0% 0% 0% 0% 14 NBL	50% 50% 0% 50% Orbis	50% 50% 0% 50% (NEC Re	0% 0% 0% enaissar	50% 0% 50% 0% oce and SBT	0% 0% 0% Laurel) -	0% 0% 0% 0% - PC	0% 0% 0% 0%	50% 0% 50% 0%	0% 0% 0% 0%	0% 0% 0% 0%	0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In	11 15 52 T Gen 8	0 0 0 0	0 6 0 26 NBT 0	0 6 0 26 NBR 0	0 0 0 0 0 SBL 0	25 0 8 0 SBT 0	0 0 0 0	0 0 0 0	0 0 0 0	25 0 8 0	0 0 0 0	0 0 0 0	0 0 0 0
AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out PM In	0% 0% 0% 14 NBL 0%	50% 50% 0% 50% Orbis	50% 50% 0% 50% (NEC Re	0% 0% 0% 0% enaissar SBL 0%	50% 0% 50% 0% oce and SBT 0%	0% 0% 0% Laurel) -	0% 0% 0% 0% - PC	0% 0% 0% 0%	50% 0% 50% 0% EBR 0%	0% 0% 0% 0%	0% 0% 0% 0%	0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In	11 15 52 T Gen 8 3 4	0 0 0 0 0	0 6 0 26 NBT 0	0 6 0 26 NBR 0	0 0 0 0 0 SBL 0	25 0 8 0 SBT 0	0 0 0 0 0 SBR 0	0 0 0 0	0 0 0 0	25 0 8 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0
AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out	0% 0% 0% 0% 14 NBL	50% 50% 0% 50% Orbis	50% 50% 0% 50% (NEC Re	0% 0% 0% enaissar	50% 0% 50% 0% oce and SBT	0% 0% 0% Laurel) -	0% 0% 0% 0% - PC	0% 0% 0% 0%	50% 0% 50% 0%	0% 0% 0% 0%	0% 0% 0% 0%	0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In	11 15 52 T Gen 8	0 0 0 0	0 6 0 26 NBT 0	0 6 0 26 NBR 0	0 0 0 0 0 SBL 0	25 0 8 0 SBT 0	0 0 0 0	0 0 0 0	0 0 0 0	25 0 8 0	0 0 0 0	0 0 0 0	0 0 0 0
AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out PM In PM Out	0% 0% 0% 14 NBL 0% 0%	50% 50% 0% 50% Orbis NBT 0%	50% 50% 0% 50% (NEC Re NBR 0% 0%	0% 0% 0% enaissan SBL 0% 0%	50% 0% 50% 0% 0ce and SBT 0% 0%	0% 0% 0% Laurel) SBR 0% 0%	0% 0% 0% - PC - EBL 0% 0%	0% 0% 0% 0%	50% 0% 50% 0% EBR 0%	0% 0% 0% 0%	0% 0% 0% 0%	0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In	11 15 52 T Gen 8 3 4	0 0 0 0 0	0 6 0 26 NBT 0	0 6 0 26 NBR 0	0 0 0 0 0 SBL 0	25 0 8 0 SBT 0	0 0 0 0 0 SBR 0	0 0 0 0	0 0 0 0	25 0 8 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0
AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out PM In	0% 0% 0% 14 NBL 0%	50% 50% 0% 50% Orbis NBT 0%	50% 50% 0% 50% (NEC Re	0% 0% 0% enaissan SBL 0% 0%	50% 0% 50% 0% 0ce and SBT 0% 0%	0% 0% 0% Laurel) SBR 0% 0%	0% 0% 0% - PC - EBL 0% 0%	0% 0% 0% 0%	50% 0% 50% 0% EBR 0%	0% 0% 0% 0%	0% 0% 0% 0%	0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In	11 15 52 T Gen 8 3 4	0 0 0 0 0	0 6 0 26 NBT 0	0 6 0 26 NBR 0	0 0 0 0 0 SBL 0	25 0 8 0 SBT 0	0 0 0 0 0 SBR 0	0 0 0 0	0 0 0 0	25 0 8 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0
AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out PM In PM Out	0% 0% 0% 14 NBL 0% 0%	50% 50% 0% 50% Orbis NBT 0%	50% 50% 0% 50% 6 (NEC Re	0% 0% 0% enaissan SBL 0% 0%	50% 0% 50% 0% 0ce and SBT 0% 0%	0% 0% 0% Laurel) SBR 0% 0%	0% 0% 0% - PC - EBL 0% 0%	0% 0% 0% 0%	50% 0% 50% 0% EBR 0%	0% 0% 0% 0%	0% 0% 0% 0%	0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In	11 15 52 T Gen 8 3 4	0 0 0 0 0	0 6 0 26 NBT 0	0 6 0 26 NBR 0	0 0 0 0 0 SBL 0	25 0 8 0 SBT 0	0 0 0 0 0 SBR 0	0 0 0 0	0 0 0 0	25 0 8 0	0 0 0 0	0 0 0 0 0	0 0 0 0
AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out PM In PM Out Zone #	0% 0% 0% 14 NBL 0% 0% 0% 15	50% 50% 0% 50% Orbis NBT 0% 0%	50% 50% 0% 50% 6 (NEC Re	0% 0% 0% enaissan SBL 0% 0% 0% 0%	50% 0% 50% 0% 0ce and SBT 0% 0%	0% 0% 0% Laurel) SBR 0% 0% 0% Laurel)	0% 0% 0% 0% - PC - EBL 0% 0% - Trucks	0% 0% 0% 0% 0%	50% 0% 50% 0% EBR 0% 0%	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In PM Out	49 11 15 52 T Gen 8 3 4 8	0 0 0 0 0 0 NBL 0 0	0 6 0 26 NBT 0 0 0	0 6 0 26 NBR 0 0 0	0 0 0 0 0 SBL 0 0	25 0 8 0 SBT 0 0 0	0 0 0 0 0 SBR 0 0	0 0 0 0 0	0 0 0 0	25 0 8 0 EBR 0 0 0	0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0
AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out PM In PM Out Zone #	0% 0% 0% 14 NBL 0% 0% 0% 15	50% 50% 0% 50% Orbis NBT 0% 0%	50% 50% 0% 50% 6 (NEC Re	0% 0% 0% enaissan SBL 0% 0% 0% 0%	50% 0% 50% 0% 0ce and SBT 0% 0%	0% 0% 0% Laurel) SBR 0% 0% 0% Laurel)	0% 0% 0% 0% - PC - EBL 0% 0% - Trucks	0% 0% 0% 0% EBT 0% 0%	50% 0% 50% 0% EBR 0% 0%	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In PM Out	49 11 15 52 T Gen 8 4 8	0 0 0 0 0	0 6 0 26 NBT 0 0 0	0 6 0 26 NBR 0 0 0	0 0 0 0 0 SBL 0 0	25 0 8 0 SBT 0 0	0 0 0 0 0 SBR 0 0 0	0 0 0 0 0	0 0 0 0 0	25 0 8 0 0 EBR 0 0	0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0
AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out PM In PM Out Zone #	0% 0% 0% 14 NBL 0% 0% 0% 15 NBL	50% 50% 0% 50% Orbis NBT 0% 0% 0% NBT	50% 50% 0% 50% (NEC Re NBR 0% 0%	O% O% O% O% O% O% O% O% O% O% O% O% O% O	50% 0% 50% 0% 0% ace and 0% 0% 0% ace and	0% 0% 0% 0% SBR 0% 0% 0% SBR 0% SBR	0% 0% 0% 0% -PC EBL 0% 0% -Trucks	0% 0% 0% 0% 0% 0% 0%	50% 0% 50% 0% 0% EBR 0% 0%	0% 0% 0% 0% 0%	0% 0% 0% 0%	0% 0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In PM Out	49 11 15 52 T Gen 8 4 8	0 0 0 0 0	0 6 0 26 NBT 0 0 0	0 6 0 26 NBR 0 0 0	0 0 0 0 0 SBL 0 0	25 0 8 0 SBT 0 0	0 0 0 0 0 SBR 0 0 0	0 0 0 0 0	0 0 0 0 0	25 0 8 0 0 EBR 0 0	0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0
AM In N AM Out PM In PM Out Zone # Pk Hr AM In N AM Out PM In PM Out Zone #	0% 0% 0% 14 NBL 0% 0% 0% 15 NBL	50% 50% 0% 50% Orbis NBT 0% 0% Orbis NBT	50% 50% 0% 50% (NEC Re NBR 0% 0%	O% O% O% O% O% O% O% O% O% O% O% O% O% O	50% 0% 50% 0% 0% ace and 0% 0% 0% ace and	0% 0% 0% 0% SBR 0% 0% 0% SBR 0% SBR	0% 0% 0% 0% -PC EBL 0% 0% -Trucks	0% 0% 0% 0% 0% 0% 0%	50% 0% 50% 0% 0% EBR 0% 0%	0% 0% 0% 0% 0%	0% 0% 0% 0%	0% 0% 0% 0% 0%	AM In AM Out PM In PM Out Pk Hr AM In AM Out PM In PM Out PH In PM Out	49 11 15 52 T Gen 8 4 8	0 0 0 0 0 0 0 0 0 0	0 6 0 26 NBT 0 0 0	0 6 0 26 NBR 0 0 0	0 0 0 0 0 SBL 0 0	25 0 8 0 SBT 0 0 0 0	0 0 0 0 0 SBR 0 0 0	0 0 0 0 0	0 0 0 0 0	25 0 8 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0

Related Projects Trip Distribution.xlsx, Int 3 557

Zone #

22 0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%								AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
N	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out		5%											AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%								AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
N	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out		5%											AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 24 0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In													AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out													AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

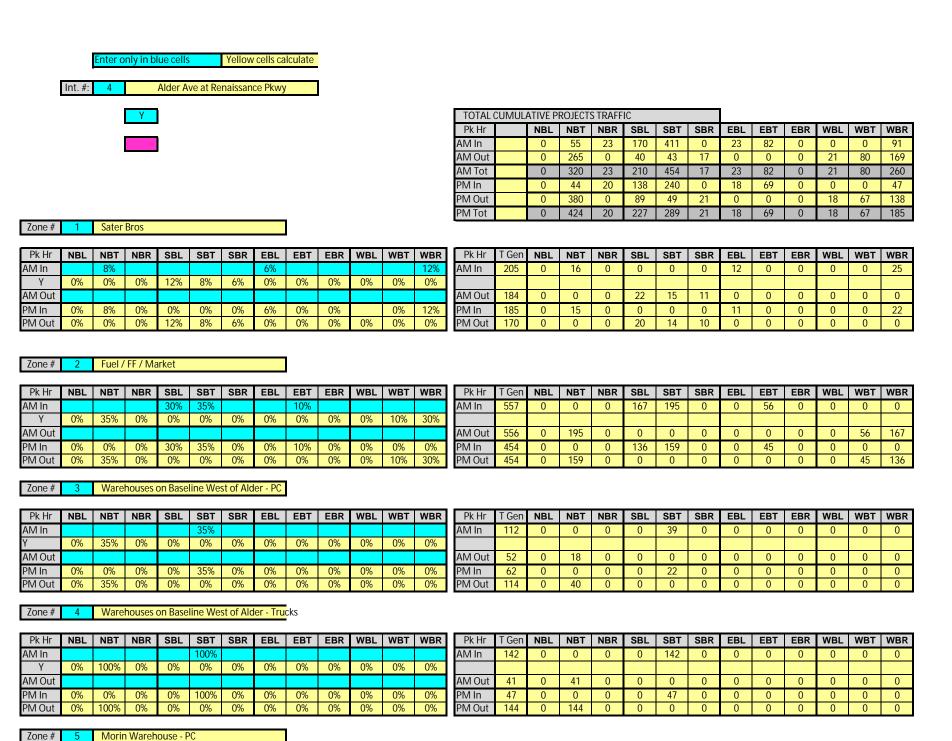
Zone # 25 Emaar Enterprise Homes-Not included since it looks like it's been built for a while

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In													AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out													AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 26 B+B Plastics - Trip Assignment from study

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In													AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out													AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Related Projects Trip Distribution.xlsx, Int 3 558



Related Projects Trip Distribution.xlsx, Int 4 7/9/2021, 7:59 AM 559

AAA OLU		"																									
MMIN 08		Int. #:	4		Alder A	ve at Re	naissan	ce Pkwy	1																		
MMIN 08 35% 08 08 08 08 08 08 08 08 08 08 08 08 08																•							•				
NA OVS		NBL	NBT	NBR	SBL		SBR	EBL	EBT	EBR	WBL	WBT	WBR			_											WBR
MAI MAI		0%	35%	0%	0%		0%	0%	0%	0%	0%	0%	0%	AIVI III	28	U	U	U	U	ð	U	U	U	U	U	U	0
PM 10		070		070	070	070	070	070	070	070	070	070	070	AM Out	8	0	3	0	0	0	0	0	0	0	0	0	0
Zone # 6 Mofin Warehouse - Trucks		0%		0%	0%	30%	0%	0%	0%	0%	0%	0%	0%		10	0	0	0	0	3	0	0	0	0	0	0	0
PkHr NBL NBT NBR SBL SBT SBR EBL EBT EBR WBL WBT WBR AMIn 49 0 0 0 0 0 0 0 0 0	PM Out	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	29	0	10	0	0	0	0	0	0	0	0	0	0
AM Out	Zone #	6	Morin	n Wareh	ouse - 1	Trucks																					
AM Out	DI II													DI II	Τ.Ο.											14/5-	
Y 0% 55% 0% 0% 0% 0% 0% 0		NBL	NBT	NBR	SBL		SBR	EBL	EBT	EBR	WBL	WBT	WBR			_											
AM Out No. N		0%	55%	0%	0%		0%	0%	0%	0%	0%	0%	0%	AIVI III	49	U	U	U	U	21	U	U	U	U	U	U	U
PM In O% O% O% O% O% O% O% O	-	070	0070	070	070	070	070	070	070	070	070	070	070	AM Out	14	0	8	0	0	0	0	0	0	0	0	0	0
Pk Hr NBL NBT NBR SBL SBT SBR EBL EBT EBR WBL WBT WBR AM In O% O% O% O% O% O% O% O		0%	0%	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%			_			0	9	0	0	0		0		
Pk Hr NBL NBT NBR SBL SBT SBR EBL EBT EBR WBL WBT WBR MIN DST NBR SBL SBT SBR EBL EBT EBR WBL WBT WBR AM In 25 0 3 0 0 0 0 0 3 0 0	PM Out	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	49	0	27	0	0	0	0	0	0	0	0	0	0
AM In	Zone #	7	Warel	house (S	SEC Casi	malia/Lir	nden)																				
AM Out	Dk Hr	NDI	NDT	NDD	CDI	CDT	CDD	- FBI	EDT	EDD	WDI	WDT	WDD	Dk Hr	T Con	NDI	NDT	NDD	CDI	CDT	CDD	EDI	EDT	EDD	WBI	WDT	WBB
Y 0% 0% 0% 10% 10% 10% 0%		NBL		NBK	SBL	281	SBK		EBI	EBK	WBL	WBI															
AM Out		0%		0%	10%	10%	10%		0%	0%	0%	0%		AIVIIII	2.5	U	3	U	0	U	0	3	0	U	- 0	0	
PM Out	AM Out											-		AM Out	24	0	0	0	2	2	2	0	0	0	0	0	0
NBL NBL NBL NBL NBL SBL SBL SBL EBL		0%	10%	0%	0%	0%	0%	10%	0%	0%	0%	0%	10%	PM In	26	0	3	0	0	0	0	3	0	0	0	0	3
Pk Hr	PM Out	0%	0%	0%	10%	10%	10%	0%	0%	0%	0%	0%	0%	PM Out	25	0	0	0	3	3	3	0	0	0	0	0	0
AM In	Zone #	8	Fuel S	tation /	Fast Foo	od SWC	Ayala/C	asmalia																			
AM In	Dk Hr	NDI	NDT	NDD	CDI	CDT	CDD	EDI	EDT	EDD	WDI	WDT	WDD	Dk Hr	T Con	NDI	NDT	NDD	CDI	CDT	CDD	EDI	FDT	EDD	WDI	WDT	WDD
Y 0% </td <td></td> <td>NDL</td> <td></td> <td></td> <td>SDL</td> <td>301</td> <td>SDK</td> <td>EDL</td> <td></td> <td>EDK</td> <td>WDL</td> <td>WDI</td> <td>WDK</td> <td></td> <td></td> <td>_</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>		NDL			SDL	301	SDK	EDL		EDK	WDL	WDI	WDK			_											
AM Out 10% 10% 10% 0% 0% 0% 0%		0%			0%	10%	0%	0%		0%	10%	10%	0%	7 (1 (1 11 1	202	U	20	20	0		U		20	0		0	U
PM Out	AM Out													AM Out	188	0	0	0	0	19	0	0	0	0	19	19	0
Pk Hr NBL NBT NBR SBL SBT SBR EBL EBT EBR WBL WBT WBR AM In 20% 10% 0% 0% 0% 0% 0% 0%	PM In	0%	10%	10%	0%	0%	0%	0%	10%	0%	0%	0%	0%	PM In	174	0	17	17	0	0	0	0	17	0	0	0	0
Pk Hr NBL NBT NBR SBL SBR EBL EBT EBR WBL WBR Pk Hr T Gen NBL NBR SBL SBR EBL EBT EBR WBL WBR AM In 20% 0%	PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	10%	10%	0%	PM Out	164	0	0	0	0	16	0	0	0	0	16	16	0
AM In	Zone #	9	East C	asmalia	<mark> Wareh</mark>	ouse																					
AM In	Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM Out M						-2.	22									_											
PM In	Y	0%	0%	0%	0%	20%	10%	0%	0%	0%	0%	0%	0%														
PM Out																_				7	4	0					
	PM Out	0%	0%	0%	0%	20%	10%	0%	0%	0%	0%	0%	0%	PM Out	80	0	0	0	0	16	8	0	0	0	0	0	0
Zone # 10 Ayala Shopping Center	Zone #	10	Ayala	Shoppii	ng Cent	er																					
Pk Hr NBL NBT NBR SBL SBT SBR EBL EBT EBR WBL WBT WBR Pk Hr T Gen NBL NBT NBR SBL SBT SBR EBL EBT EBR WBL WBT WBR	Pk Hr	NRI	NRT	NRR	SBI	SRT	SBR	FRI	FRT	FRR	WRI	WRT	WRR	Pk Hr	T Gen	NRI	NRT	NRR	SBI	SRT	SBR	FRI	FRT	FRR	WRI	WRT	WBR
AMIN 3% 2% 38 38 28 28 AMIN 48 0 0 1 1 0 0 0 1 0 0 0 0 0		ADL	1451			051	OBK	LUL		בטוג	***DL	,,,,,,	***														
	Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	2%											-		-	

Related Projects Trip Distribution.xlsx, Int 4 560

	Int. #:	4		Alder A	ve at Re	naissan	ce Pkwy	1	ı																	
AM Out													AM Out	40	0	0	0	0	0	0	0	0	0	1	1	1
PM In	0%	0%	3%	2%	0%	0%	0%	3%	0%	0%	0%	0%	PM In	58	0	0	2	1	0	0	0	2	0	0	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	2%	PM Out	39	0	0	0	0	0	0	0	0	0	1	1	1
										•				ı												
Zone #	11	Hotel																								
								•																		
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In			3%	3%				10%					AM In	52	0	0	2	2	0	0	0	5	0	0	0	0
Υ	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	10%	3%														
AM Out													AM Out	38	0	0	0	0	0	0	0	0	0	1	4	1
PM In	0%	0%	3%	3%	0%	0%	0%	10%	0%	0%	0%	0%	PM In	46	0	0	1	1	0	0	0	5	0	0	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	10%	3%	PM Out	48	0	0	0	0	0	0	0	0	0	1	5	1
								-																		
Zone #	12	Crow	Holding	(N/S Ba	aseline I	O Ayal	a) - PC																			
								_																		
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												35%	AM In	39	0	0	0	0	0	0	0	0	0	0	0	14
Υ	0%	0%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out													AM Out	15	0	0	0	5	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%	PM In	19	0	0	0	0	0	0	0	0	0	0	0	7
PM Out	0%	0%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	41	0	0	0	14	0	0	0	0	0	0	0	0
7 "	40	0	TILL P.	/NI/CD	P r	- 10 1	\ T																			
Zone #	13	Crow	Holding	g (N/S Ba	aseline l	E/O Ayal	a) - Trud	ks																		
				,					EDD	I WDI	WDT	WDD	Dk He	T Con	LNDI	NDT	NDD	CDI	CDT	enn	EDI	FDT	EDD	WDI	WDT	WDD
Pk Hr	13 NBL	Crow NBT	Holding NBR	SBL	seline (SBR	a) - Truc	ks EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Pk Hr AM In	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT				100%	Pk Hr AM In	T Gen	NBL 0	NBT 0	NBR 0	SBL 0	SBT 0	SBR 0	EBL 0	EBT 0	EBR 0	WBL	WBT 0	WBR 49
Pk Hr AM In Y				,					EBR	WBL 0%	WBT 0%		AM In	49	0	0	0	0	0	0	0	0	0	0	0	49
Pk Hr AM In Y AM Out	NBL 0%	0%	NBR	SBL 100%	SBT 0%	SBR 0%	EBL 0%	EBT 0%	0%	0%	0%	100% 0%	AM In AM Out	49 11	0	0	0	11	0	0	0	0	0	0	0	0
Pk Hr AM In Y AM Out PM In	0% 0%	0% 0%	0% 0%	100% 0%	0% 0%	SBR 0% 0%	0% 0%	0% 0%	0%	0%	0%	100% 0% 100%	AM In AM Out PM In	49 11 15	0 0 0	0 0 0	0 0 0	0 11 0	0 0 0	0 0 0	0 0	0 0 0	0 0 0	0 0	0 0 0	49 0 15
Pk Hr AM In Y AM Out	NBL 0%	0%	NBR	SBL 100%	SBT 0%	SBR 0%	EBL 0%	EBT 0%	0%	0%	0%	100% 0%	AM In AM Out	49 11	0	0	0	11	0	0	0	0	0	0	0	0
Pk Hr AM In Y AM Out PM In PM Out	0% 0% 0%	0% 0% 0%	0% 0% 0%	100% 0% 100%	0% 0% 0%	SBR 0% 0% 0%	0% 0%	0% 0%	0%	0%	0%	100% 0% 100%	AM In AM Out PM In	49 11 15	0 0 0	0 0 0	0 0 0	0 11 0	0 0 0	0 0 0	0 0	0 0 0	0 0 0	0 0	0 0 0	49 0 15
Pk Hr AM In Y AM Out PM In	0% 0%	0% 0% 0%	0% 0%	100% 0% 100%	0% 0% 0%	SBR 0% 0% 0%	0% 0%	0% 0%	0%	0%	0%	100% 0% 100%	AM In AM Out PM In	49 11 15	0 0 0	0 0 0	0 0 0	0 11 0	0 0 0	0 0 0	0 0	0 0 0	0 0 0	0 0	0 0 0	49 0 15
Pk Hr AM In Y AM Out PM In PM Out	0% 0% 0%	0% 0% 0%	0% 0% 0%	100% 0% 100%	0% 0% 0%	SBR 0% 0% 0%	0% 0%	0% 0%	0%	0% 0% 0%	0%	100% 0% 100%	AM In AM Out PM In	49 11 15	0 0 0	0 0 0	0 0 0	0 11 0	0 0 0	0 0 0	0 0	0 0 0	0 0 0	0 0	0 0 0	49 0 15
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Related Projects Trip Distribution.xlsx, Int 4 7/9/2021, 7:59 AM 561

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Zone #

B+B Plastics - Trip Assignment from study

Related Projects Trip Distribution.xlsx, Int 4 7/9/2021, 7:59 AM 562

APPENDIX F

VMT ANALYSIS MEMO

Kimley»Horn

September 20, 2021

Mr. Daniel Casey Senior Planner City of Rialto 150 S. Palm Avenue Rialto, CA 92376

Subject: Vehicle Miles Traveled Memorandum for the Rialto Travel Center Project

in the City of Rialto

Dear Mr. Casey:

Kimley-Horn and Associates, Inc. has prepared a Vehicle Miles Traveled (VMT) memorandum, per request from the City of Rialto staff, for the proposed Rialto Travel Center Project. The City has required submittal of this memorandum based on the County of San Bernardino Transportation Impact Study Guidelines (July 2019). VMT analysis is used to evaluate transportation impacts under CEQA.

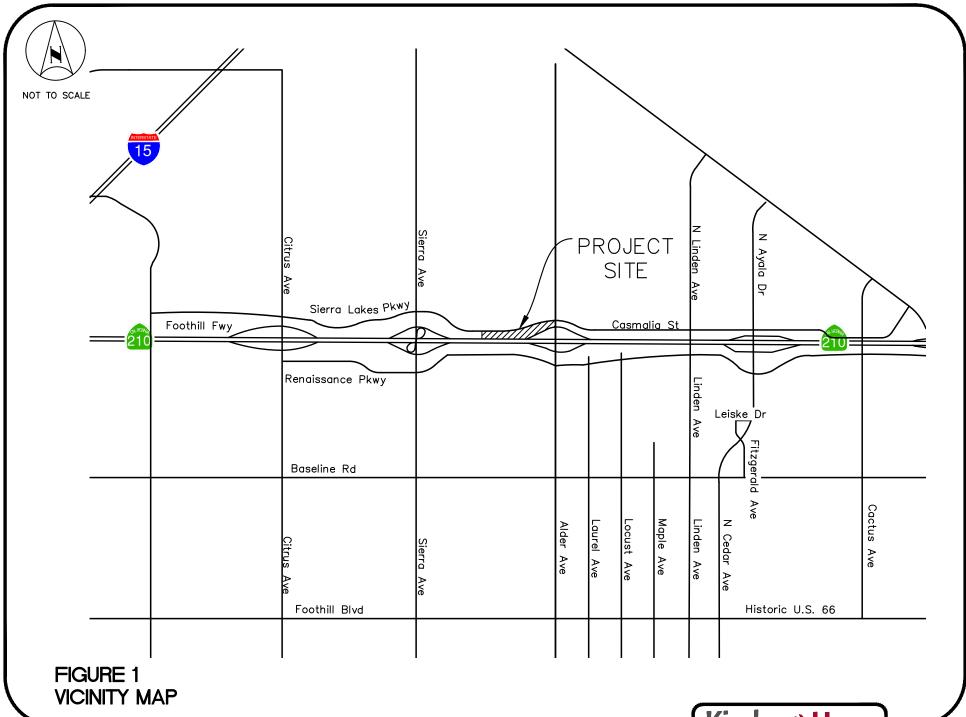
PROJECT DESCRIPTION

The project is located on the southwest corner of the intersection of Alder Avenue and Sierra Lakes Parkway/Casmalia Street, north of the State Route 210 (SR-210) in the City of Rialto. The project site is shown in its regional setting on a vicinity map on Figure 1. The project site (approximately 13.22 acres) is bounded by Sierra Lakes Parkway to the north, SR-210 to the south, Alder Avenue to the east, and vacant land to the west. The project site is located within the Renaissance Specific Plan area. The project will involve the construction of a gas station with 16 fueling positions and associated convenience store, a 2,400 square-foot fast food restaurant with a drive-through, 6,375 square-foot shop building, and a truck stop with 9 fueling positions on the currently vacant site. The project would also consist of a parking lot with 103 vehicle parking stalls and 91 truck parking stalls. A copy of the project site plan is provided on Figure 2.



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

- Three full-movement driveways on Sierra Lakes Parkway for the truck parking stalls and truck fueling positions.
- One exit only driveway on Sierra Lakes Parkway for the truck fueling positions;
- One driveway on Sierra Lakes Parkway for the vehicle fueling position convenience store, and fast-food restaurant.



Kimley»Horn



NOT TO SCALE

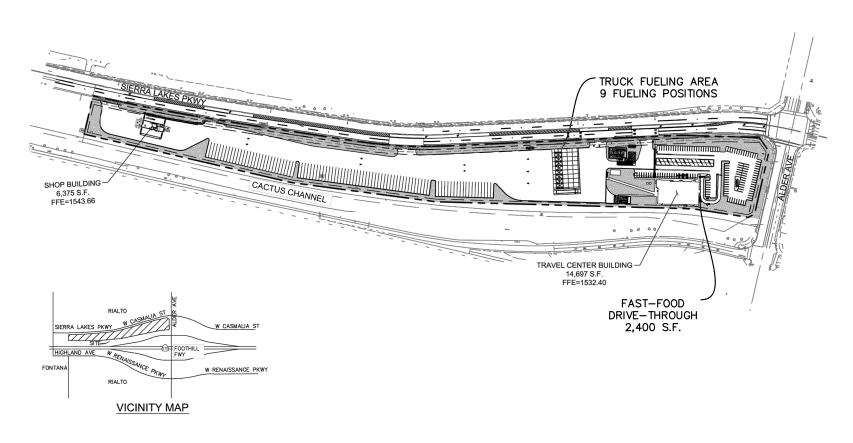


FIGURE 2 PROJECT SITE PLAN





CEQA VEHICLE MILES TRAVELED (VMT) ASSESSMENT

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.

The City of Rialto has adopted the County of San Bernardino CEQA Assessment – VMT Analysis section of the "Transportation Impact Study Guidelines" (July 2019) which provides 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 four criteria:

- 1. Land Use Type Screening
- 2. Small Projects
- 3. Transit Priority Area (TPA)
- 4. Low VMT Generating Area

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. The screening thresholds were reviewed and evaluated for this project.

Land Use Type Screening

The OPR and SBCTA VMT Guidelines identify that Project types falling under the screening criteria includes the following:

- 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 community colleges



Since the project consists of 16 fueling positions and associated convenience store, a 2,400 square-foot fast food restaurant with a drive-through, 6,375 square-foot shop building, and a truck stop with 9 fueling positions the project is considered to be local serving and should be screened out due to its land use types.

The Land Use Type Screening threshold is met for all the project land uses.

Small Projects

A project would be considered to have a less-than-significant transportation impact if the project generates less than 110 daily vehicle trips. The proposed project land uses would each generate more than 110 daily vehicle trips.

The Small Project threshold is not met.

Transit Priority Area (TPA)

A project located within a TPA as determined by the most recent SCAG RTP/SCS would be considered to have a less-than-significant transportation impact. The proposed project is not located within a TPA.

The Transit Priority Area threshold is not met.

Low VMT Generating Area

A project located within a low VMT generating area as determined by the most recent SCAG RTP/SCS would be considered to have a less-than-significant transportation impact. The proposed project is not located within a low VMT generating area.

The Low VMT Generating Area threshold is not met.



FINDINGS AND CONCLUSIONS

Based on review of the City's VMT screening thresholds, the project meets the Land Use Type Screening threshold; therefore, the project would result in a less-than-significant transportation impact, and no additional VMT analysis is required.

Please contact me if you have any questions or if you need additional information.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Trevor Briggs, P.E (C87664)

APPENDIX G

TRAFFIC SIGNAL WARRNTS

MAJOR STREET:	Sierra Lakes Parkway	EB	WB	# OF APPROACH LANES:	1
MINOR STREET:	Driveway #1	NB	SB	# OF APPROACH LANES:	1
CITY, STATE:	Rialto, CA				
COMMENTS:	Signal Warrant Study (Oper	ning Year With	n Project Con	nditions)	
	0				

8 HOURS NEEDED

NOT SATISFIED

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N)

			MAJOR ST	MINOR ST	WARRANT	1 - Conditi	on A, Part	1WARRAN	71 - Condition	on B, Part	WARRAN1	Г 1 - Conditi	on A, Part 2	WARRAN	Γ1 - Conditi	on B, Part 2	WARRANT 2	WARRANT 3
			TWO-WAY	TRAFFIC	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	Four-Hour	Peak Hour
			TRAFFIC	HEAVY LEG	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET		
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08/19/21

Kimley-Horn and Associates

8 HOURS NEEDED for both Condition A & B

NOT SATISFIED

4 HRS NEEDED 1 HR NEEDED

NOT

SATISFIED

NOT

SATISFIED

MAJOR STREET:	Sierra Lakes Parkway	EB	WB	# OF APPROACH LANES:		1	
MINOR STREET:	Driveway #1	NB	SB	# OF APPROACH LANES:		1]
CITY, STATE:	Rialto, CA						
COMMENTS:	Signal Warrant Study (Open	ning Year With	n Cumulative	Projects With Project Conditions	s)		_

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N)

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			TRAFFIC	HEAVY LEG	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET		
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01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	920	28	Υ			Y			Y			Y				
05:00 PM	TO	06:00 PM	0	0														
06:00 PM	TO	07:00 PM	0	0														
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			1,486	51	2	0	0	1	0	0	2	0	0	1	0	0	0	0
					8 H	OURS NEE	DED	8 H	OURS NEE	DED		8 HOURS	NEEDED fo	r both Con	dition A & B		4 HRS NEEDED	1 HR NEEDE
					N	OT SATISFI	ED	N	OT SATISFI	ED			NOT SA	TISFIED			NOT SATISFIED	NOT SATISFIED

08/19/21

Kimley-Horn and Associates

MAJOR STREET:	Sierra Lakes Parkway	EB	WB	# OF APPROACH LANES:	1	
MINOR STREET:	Driveway #2	NB	SB	# OF APPROACH LANES:	1	
CITY, STATE:	Rialto, CA					
COMMENTS:	Signal Warrant Study (Oper	ning Year With	n Project Con	ditions)		
	U					

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N)

			MAJOR ST	MINOR ST	WARRANT	1 - Conditi	on A, Part 1	WARRANT	1 - Condition	on B, Part '	WARRANT	Г1 - Conditi	on A, Part 2	WARRAN	Γ1 - Condition	on B, Part 2	WARRANT 2	WARRANT 3
			TWO-WAY	TRAFFIC	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	Four-Hour	Peak Hour
			TRAFFIC	HEAVY LEG	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET		
THRESHO	LD VAL	UES —		—	500	150		750	75		400	120		600	60			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	0	0														
08:00 AM	TO	09:00 AM	0	0														
09:00 AM	TO	10:00 AM	467	24							Υ							
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	1,045	30	Υ			Υ			Υ			Υ				
05:00 PM	TO	06:00 PM	0	0														
06:00 PM	TO	07:00 PM	0	0														
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
•			1,512	54	1	0	0	1	0	0	2	0	0	1	0	0	0	0
					8 H	OURS NEE	DED	8 H	OURS NEE	DED		8 HOURS	NEEDED fo	or both Con	dition A & B		4 HRS NEEDED	1 HR NEEDED
								l									NOT	NOT
					NO.	OT SATISFI	ED	NO.	OT SATISFI	ED			NOT SA	TISFIED			SATISFIED	SATISFIED
00/40/04											l .							

08/19/21

Kimley-Horn and Associates

MAJOR STREET:	Sierra Lakes Parkway	EB	WB	# OF APPROACH LANES:		1	l
MINOR STREET:	Driveway #2	NB	SB	# OF APPROACH LANES:		1	l
CITY, STATE:	Rialto, CA						
COMMENTS:	Signal Warrant Study (Oper 0	ning Year With	n Cumulative	Projects With Project Conditions))		

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N)

			MAJOR ST			Γ1 - Condition			T 1 - Condition								WARRANT 2	WARRANT 3
			TWO-WAY	TRAFFIC	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	Four-Hour	Peak Hour
			TRAFFIC	HEAVY LEG	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET		
THRESHO	LD VAL	UES —		→	500	150		750	75		400	120		600	60			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	0	0														
08:00 AM	TO	09:00 AM	0	0														
09:00 AM	TO	10:00 AM	620	24	Υ						Υ			Υ				
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	983	30	Υ			Υ			Υ			Υ				
05:00 PM	TO	06:00 PM	0	0														
06:00 PM	TO	07:00 PM		0														
07:00 PM	TO	08:00 PM		0														
08:00 PM	TO	09:00 PM		0														
09:00 PM	TO	10:00 PM	0	0														
			1,603	54	2	0	0	1	0	0	2	0	0	2	0	0	0	0
					8 H	OURS NEE	DED	8 H	OURS NEE	DED		8 HOURS	NEEDED fo	r both Con	dition A & B		4 HRS NEEDED	1 HR NEEDE
					N	OT SATISFI	ED	N	OT SATISFI	ED			NOT SA	TISFIED			NOT	NOT

08/19/21

Kimley-Horn and Associates

SATISFIED

SATISFIED

MAJOR STREET:	Sierra Lakes Parkway	EB	WB	# OF APPROACH LANES:	1
MINOR STREET:	Driveway #3	NB	SB	# OF APPROACH LANES:	1
CITY, STATE:	Rialto, CA				
COMMENTS:	Signal Warrant Study (Oper	ning Year With	Project Cor	nditions)	
	0				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N)

		MAJOR ST	MINOR ST	WARRAN	Γ1 - Conditi	on A, Part	IWARRANT	1 - Condition	on B, Part	1WARRAN	Γ1 - Condition	on A, Part 2	WARRAN	Γ1 - Conditi	on B, Part 2	WARRANT 2	WARRANT 3
		TWO-WAY	TRAFFIC	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	Four-Hour	Peak Hour
		TRAFFIC	HEAVY LEG	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET		
THRESHOLD VAL	UES —		→	500	150		750	75		400	120		600	60			
06:00 AM TO	07:00 AM	0	0														
07:00 AM TO	08:00 AM	0	0														
OT MA 00:80	09:00 AM	0	0														
09:00 AM TO	10:00 AM	523	23	Υ						Υ							
10:00 AM TO	11:00 AM	0	0														
11:00 AM TO	12:00 PM	0	0														
12:00 PM TO	01:00 PM	0	0														
01:00 PM TO	02:00 PM	0	0														
02:00 PM TO	03:00 PM	0	0														
03:00 PM TO	04:00 PM	0	0														
04:00 PM TO	05:00 PM	1,109	28	Y			Y			Y			Y				
05:00 PM TO	06:00 PM		0														
06:00 PM TO	07:00 PM	0	0														
07:00 PM TO	08:00 PM	0	0														
08:00 PM TO	09:00 PM	0	0														
09:00 PM TO	10:00 PM	0	0														
		1,632	51	2	0	0	1	0	0	2	0	0	1	0	0	0	0
				8 H	OURS NEE	DED	8 H	OURS NEE	DED		8 HOURS	NEEDED fo	r both Con	dition A & B		4 HRS NEEDED	1 HR NEEDE
				N	OT SATISFI	ED	NO	OT SATISFI	ED			NOT SA	TISFIED			NOT SATISFIED	NOT SATISFIED

08/19/21

Kimley-Horn and Associates

MAJOR STREET:	Sierra Lakes Parkway	EB	WB	# OF APPROACH LANES:		1
MINOR STREET:	Driveway #3	NB	SB	# OF APPROACH LANES:		1
CITY, STATE:	Rialto, CA					
COMMENTS:	Signal Warrant Study (Oper 0	ning Year With	h Cumulative	Projects With Project Conditions)	

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N)

			MAJOR ST	MINOR ST	WARRANT	1 - Conditi	on A, Part 1	WARRANT	1 - Condition	on B, Part 1	WARRANT	1 - Conditi	on A, Part 2	WARRAN	1 - Condition	on B, Part 2	WARRANT 2	WARRANT 3
			TWO-WAY	TRAFFIC	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	Four-Hour	Peak Hour
			TRAFFIC	HEAVY LEG	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET		
THRESHOL	LD VAL	UES			500	150		750	75		400	120		600	60			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	0	0														
MA 00:80	TO	09:00 AM	0	0														
09:00 AM	TO	10:00 AM	676	23	Υ						Υ			Υ				
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
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01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	1,047	28	Υ			Υ			Υ			Υ				
05:00 PM	TO	06:00 PM	0	0														
06:00 PM	TO	07:00 PM	0	0														
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			1,723	51	2	0	0	1	0	0	2	0	0	2	0	0	0	0
					8 H	OURS NEE	DED	8 H	OURS NEE	DED		8 HOURS	NEEDED fo	r both Con	dition A & B		4 HRS NEEDED	1 HR NEEDED
					NO	OT SATISFI	ED	N	OT SATISFI	ED			NOT SA	TISFIED			NOT SATISFIED	NOT SATISFIED

08/19/21

MAJOR STREET:	Sierra Lakes Parkway	EB	WB	# OF APPROACH LANES:	1	
MINOR STREET:	Driveway #4	NB	SB	# OF APPROACH LANES:	1	
CITY, STATE:	Rialto, CA					
COMMENTS:	Signal Warrant Study (Oper	ning Year With	n Project Con	nditions)		
	0					

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N)

			MAJOR ST	MINOR ST	WARRANT	1 - Conditi	on A, Part 1	WARRANT	1 - Condition	on B, Part 1	WARRANT	1 - Conditi	on A, Part 2	WARRAN	1 - Condition	on B, Part 2	WARRANT 2	WARRANT 3
			TWO-WAY	TRAFFIC	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	Four-Hour	Peak Hour
			TRAFFIC	HEAVY LEG	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET		
THRESHO	LD VAL	UES		—	500	150		750	75		400	120		600	60			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	0	0														
MA 00:80	TO	09:00 AM	0	0														
09:00 AM	TO	10:00 AM	546	23	Υ						Υ							
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	1,078	28	Υ			Υ			Υ			Υ				
05:00 PM	TO	06:00 PM	0	0														
06:00 PM	TO	07:00 PM	0	0														
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			1,624	51	2	0	0	1	0	0	2	0	0	1	0	0	0	0
			•															
					8 H	OURS NEE	DED	8 H	OURS NEE	DED		8 HOURS	NEEDED fo	r both Con	dition A & B		4 HRS NEEDED	1 HR NEEDED
																	NOT	NOT
					NO.	OT SATISFI	ED	NO.	OT SATISFI	ED			NOT SA	TISFIED			SATISFIED	SATISFIED
00/40/04																		

08/19/21

MAJOR STREET:	Sierra Lakes Parkway	EB	WB	# OF APPROACH LANES:		1
MINOR STREET:	Driveway #4	NB	SB	# OF APPROACH LANES:		1
CITY, STATE:	Rialto, CA					
COMMENTS:	Signal Warrant Study (Oper 0	ning Year With	n Cumulative	Projects With Project Conditions))	

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N)

	MAJOR ST	MINOR ST	WARRANT			WARRANT		on B, Part 1	WARRAN	Γ1 - Conditi		WARRAN			WARRANT 2	WARRANT 3
	TWO-WAY	TRAFFIC	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	Four-Hour	Peak Hour
	TRAFFIC	HEAVY LEG	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET		
THRESHOLD VALUES —	•	—	500	150		750	75		400	120		600	60			
06:00 AM TO 07:00 AM	0	0														
07:00 AM TO 08:00 AM	0	0														
08:00 AM TO 09:00 AM	0	0														
09:00 AM TO 10:00 AM	699	23	Υ						Υ			Υ				
10:00 AM TO 11:00 AM		0														
11:00 AM TO 12:00 PM	0	0														
12:00 PM TO 01:00 PM		0														
01:00 PM TO 02:00 PM	0	0														
02:00 PM TO 03:00 PM		0														
03:00 PM TO 04:00 PM		0														
04:00 PM TO 05:00 PM		28	Y			Y			Y			Y				
05:00 PM TO 06:00 PM		0														
06:00 PM TO 07:00 PM		0														
07:00 PM TO 08:00 PM		0														
08:00 PM TO 09:00 PM	0	0														
09:00 PM TO 10:00 PM	0	0														
	1,773	51	2	0	0	1	0	0	2	0	0	2	0	0	0	0
			8 H	OURS NEE	DED	8 H	OURS NEE	DED		8 HOURS	NEEDED fo	or both Con	dition A & B		4 HRS NEEDED	1 HR NEEDED
			NO	OT SATISFI	ED	NO	OT SATISFI	ED			NOT SA	TISFIED			NOT SATISFIED	NOT SATISFIED

08/19/21

MAJOR STREET:	Sierra Lakes Parkway	EB	WB	# OF APPROACH LANES:	1	
MINOR STREET:	Driveway #5	NB	SB	# OF APPROACH LANES:	1	
CITY, STATE:	Rialto, CA					
COMMENTS:	Signal Warrant Study (Oper 0	ning Year With	n Project Cor	nditions)		_

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N)

			MAJOR ST		WARRANT				「1 - Condition							on B, Part 2	WARRANT 2	WARRANT 3
			TWO-WAY	TRAFFIC	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	Four-Hour	Peak Hour
			TRAFFIC	HEAVY LEG	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET		
THRESHO	LD VAL	UES —			500	150		750	75		400	120		600	60			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	0	0														
08:00 AM	TO	09:00 AM	0	0														
09:00 AM	TO	10:00 AM	734	244	Υ	Y	Y		Υ		Υ	Y	Υ	Υ	Υ	Υ	Υ	
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	1,176	198	Υ	Y	Y	Υ	Υ	Υ	Υ	Y	Υ	Υ	Υ	Υ	Υ	Y
05:00 PM	TO	06:00 PM	0	0														
06:00 PM	TO	07:00 PM	0	0														
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			1,910	442	2	2	2	1	2	1	2	2	2	2	2	2	2	1
					8 H	OURS NEE	DED	8 H	OURS NEE	DED		8 HOURS	NEEDED fo	r both Con	dition A & B		4 HRS NEEDED	1 HR NEEDE
					NO	OT SATISFI	ED	NO	OT SATISFI	ED			NOT SA	TISFIED			NOT SATISFIED	SATISFIED

08/19/21

MAJOR STREET:	Sierra Lakes Parkway	EB	WB	# OF APPROACH LANES:		1	
MINOR STREET:	Driveway #5	NB	SB	# OF APPROACH LANES:		1	
CITY, STATE:	Rialto, CA						
COMMENTS:	Signal Warrant Study (Oper 0	ning Year With	h Cumulative	Projects With Project Conditions	s)		_

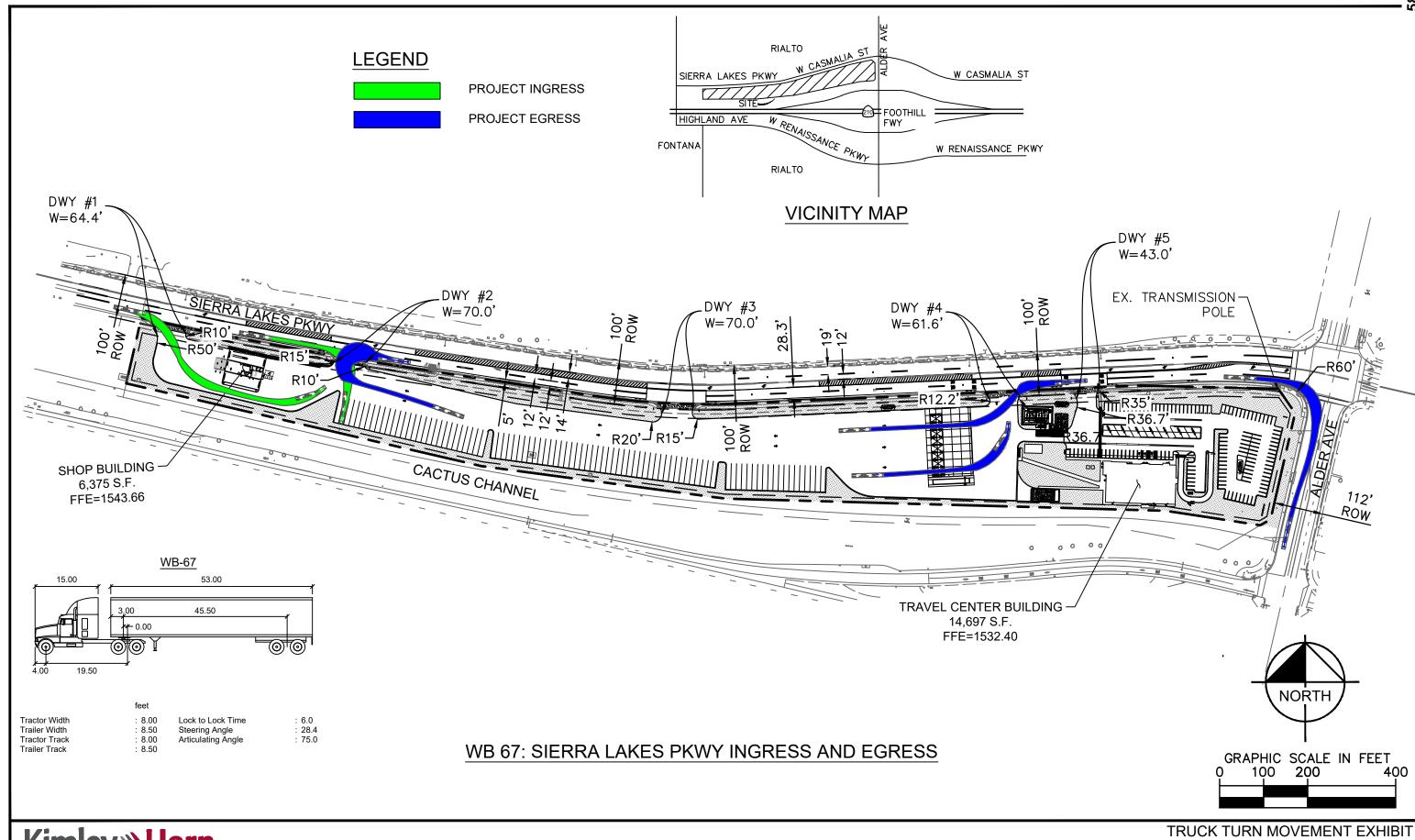
ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N)

			MAJOR ST	MINOR ST	WARRANT	1 - Conditi	on A, Part 1	WARRAN	1 - Condition	on B, Part 1	WARRANT	1 - Condition	on A, Part 2	WARRAN	Γ1 - Conditio	on B, Part 2	WARRANT 2	WARRANT 3
			TWO-WAY	TRAFFIC	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	MAIN	SIDE	BOTH	Four-Hour	Peak Hour
			TRAFFIC	HEAVY LEG	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET	LINE	STREET	MET		
THRESHOL	LD VAL	UES			500	150		750	75		400	120		600	60			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	0	0														
08:00 AM	TO	09:00 AM	0	0														
09:00 AM	TO	10:00 AM	887	244	Υ	Y	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Y	Υ
10:00 AM	TO	11:00 AM	0	0												•		·
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	1,238	198	Υ	Υ	Υ	Υ	Y	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Y	Υ
05:00 PM	TO	06:00 PM	0	0														
06:00 PM	TO	07:00 PM	0	0														
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
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			2,125	442	2	2	2	2	2	2	2	2	2	2	2	2	2	2
					8 H	OURS NEE	DED	8 H	OURS NEE	DED		8 HOURS	NEEDED fo	r both Con	dition A & B		4 HRS NEEDED	1 HR NEEDED
					NO	OT SATISFI	ED	N	OT SATISFI	ED			NOT SA	TISFIED			NOT SATISFIED	SATISFIED

08/19/21

APPENDIX H

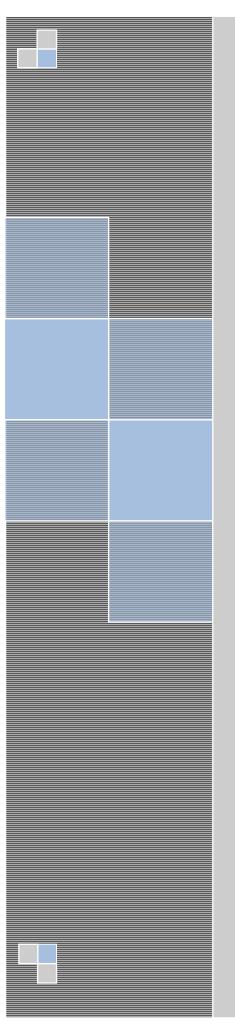
TRUCK TURNING EXHIBIT



Kimley >>> Horn

1100 W TOWN & COUNTRY ROAD, SUITE 700, ORANGE, CA 92868
(714) 939-1030 | WWW.KIMLEY-HORN.COM

RUCK TURN MOVEMENT EXHIBIT PILOT RIALTO TRAVEL CENTER RIALTO, CA 8/19/2021



RIALTO TRAVEL CENTER ADDENDUM TO THE RENAISSANCE SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT STATE CLEARINGHOUSE No. 2006071021

SEPTEMBER 2021

Prepared for:

City of Rialto
Community Development Department
Planning Division
150 S. Palm Avenue
Rialto, CA 92376

Prepared by:

De Novo Planning Group 180 E. Main Street, Suite 108 Tustin, CA 92780

De Novo Planning Group

RIALTO TRAVEL CENTER ADDENDUM TO THE RENAISSANCE SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT

State Clearinghouse No. 2006071021

LEAD AGENCY: CITY OF RIALTO

Community Development Department
Planning Division
150 S. Palm Avenue
Rialto, CA 92376
Contact: Daniel Casey, Senior Planner
dcasey@rialtoca.gov
(909) 820-2535

PREPARED BY: DE NOVO PLANNING GROUP

180 E. Main Street, Suite 108
Tustin, California 92780
Contact: Starla Barker, AICP
sbarker@denovoplanning.com
(949) 396-8193

September 2021

Table of Contents

1.0	INTRODUCTION	5
2.0	BACKGROUND AND PURPOSE OF THE ADDENDUM	5
2.1	Background	5
2.2	Purpose of the Addendum	6
2.3	Addendum Finding	8
3.0	PROJECT DESCRIPTION	8
3.1	Project Location	8
3.2	Existing Setting	11
3.3	Proposed Project	11
3.4	Construction	18
4.0	ENVIRONMENTAL ANALYSIS	23
AES	STHETICS	23
F	Final EIR	23
Р	Proposed Project	24
AGF	RICULTURE	25
F	inal EIR	25
Р	Proposed Project	25
AIR	QUALITY	26
F	Final EIR	26
Р	Proposed Project	27
BIO	DLOGICAL RESOURCES	39
F	Final EIR	39
Р	Proposed Project	41
CUL	LTURAL AND TRIBAL CULTURAL RESOURCES	45
F	Final EIR	45
Р	Proposed Project	45
ENE	ERGY	49
F	Final EIR	49
Р	Proposed Project	49

GEOLOGY AND SOILS	53
Final EIR	53
Proposed Project	54
GREENHOUSE GAS EMISSIONS (CLIMATE CHANGE)	56
Final EIR	56
Proposed Project	56
HAZARDS AND HAZARDOUS MATERIALS	63
Final EIR	63
Proposed Project	64
HYDROLOGY AND WATER QUALITY	65
Final EIR	65
Proposed Project	66
LAND USE AND PLANNING	69
Final EIR	69
Proposed Project	69
MINERAL RESOURCES	70
Final EIR	70
Proposed Project	70
NOISE	70
Final EIR	70
Proposed Project	71
POPULATION AND HOUSING	75
Final EIR	75
Proposed Project	75
PUBLIC SERVICES	76
Final EIR	76
Proposed Project	76
RECREATION	77
Final EIR	77
Proposed Project	77
TRANSPORTATION	77
Final EIR	77
Proposed Project	78

U	ITILITIES AND SERVICE SYSTEMS	80
	Final EIR	80
	Proposed Project	81
٧	VILDFIRE	83
	Final EIR	83
	Proposed Project	83
5.0	REFERENCES	

Appendices

Appendix A Air Quality, Energy, and Greenhouse Gas Emissions Data

Appendix B Health Risk Assessment

Appendix C Cultural Resources Study

Appendix D Hydrology Study and Water Quality Management Plan

Appendix E Noise Impact Study

List of Figur	res	
Figure 1	Project Location	<u>9</u>
Figure 2	Project Site and Surrounding Area	10
Figure 3	Renaissance Specific Plan Land Use Diagram	12
Figure 4a	Preliminary Site Plan – Section A	13
Figure 4b	Preliminary Site Plan – Section B	14
Figure 4c	Preliminary Site Plan – Section C	15
Figure 4d	Preliminary Site Plan – Section D	16
Figure 5a	Preliminary Landscape Plan – Section A	19
Figure 5b	Preliminary Landscape Plan – Section B	20
Figure 5c	Preliminary Landscape Plan – Section C	21
Figure 5d	Preliminary Landscape Plan – Section D	22
List of Table	es	
Table AQ-1	Construction-Related Emissions (Maximum Pounds Per Day)	29
Table AQ-2	Operational-Related Emissions (Maximum Pounds Per Day)	30
Table AQ-3	Localized Significance of Construction Emissions (Maximum Pounds per Day)	33
Table AQ-4	Localized Significance of Operational Emissions (Maximum Pounds per Day)	33
Table AQ-5	Summary of Maximum Health Risks	36
Table EN-1	Project Operational Natural Gas and Electricity Usage	51
Table EN-2	On-Road Mobile Fuel Generated by Project Construction Activities – By Phase	52
Table GHG-1	Construction GHG Emissions (Metric Tons/Year)	56
Table GHG-2	Operational GHG Emissions 2021 (Metric Tons/Year)	57
Table GHG-3	Project Consistency with the 2017 Scoping Plan	58
Table GHG-4	Project Consistency with the 2016-2040 RTP/SCS	62
Table NOI-1	Existing and Proposed Noise Levels Along Roadways	73
Table NOI-2	Operational Noise Levels (dBA, CNEL)	74

1.0 INTRODUCTION

This environmental document is an Addendum to the Renaissance Specific Plan Final Environmental Impact Report (EIR) (SCH No. 2006071021), certified on November 9, 2010 by the City Council of the City of Rialto. Since certification of the Renaissance Specific Plan Final EIR, the Applicant has proposed the Rialto Travel Center Project on a 13.22-acre site within the Renaissance Specific Plan area. The proposed Project is addressed in this Addendum, which has been prepared pursuant to the California Environmental Quality Act (CEQA). The City is the lead agency for the proposed Project.

2.0 BACKGROUND AND PURPOSE OF THE ADDENDUM

2.1 Background

In 2010, the City of Rialto certified the Renaissance Specific Plan Final EIR¹ (Final EIR) and approved the Renaissance Specific Plan (RSP). The RSP is comprised of approximately 1,445.3 gross acres, within the northwestern portion of the City, generally bordered on the north by Casmalia Street, on the south by Baseline Road, on the east by Ayala Drive, and on the west by Tamarind Avenue. The RSP area is planned as an integrated community of varied housing types located near and linked to places of employment, retail outlets, services, and schools. The RSP will accommodate 16.2 million square feet of business and commercial uses (835,200 square feet of which were existing and would remain), 1,667 residential units, one school, a community park, and multiple neighborhood parks all located in proximity to one another and organized in a grid pattern. Required infrastructure improvements including, circulation; water and wastewater systems; stormwater drainage systems; and other utility systems, were identified in the RSP and their potential environmental impacts were evaluated in the Final EIR.

The Final EIR concluded the following significant adverse impacts could not be avoided, even with the implementation of mitigation measures²:

- Construction air emissions: Construction of the Project would exceed the SCAQMD's regional significance emission thresholds for Volatile Organic Compound (VOC), Carbon Monoxide (CO), Nitrogen oxides (NOx), Particulate Matter (PM₁₀, and PM_{2.5}) emissions during one or more of the project's construction period from 2009 to 2019 after application of mitigation measures.
- Operational air emissions: During all operational phases, the operation of the proposed project would exceed the SCAQMD's regional significance emission thresholds for VOC, NOx, CO, PM₁₀, and PM_{2.5} after application of mitigation measures.
- Inconsistency with the Air Quality Management Plan: The project would not comply with the SCAQMD Air Quality Management Plan. Daily emissions from mobile and area sources within the project would exceed the projections contained in the Air Quality Management Plan (AQMP) prepared by the SCAQMD. No mitigation is available that can reduce this impact to a level of less than significant.

September 2021 5 Final

¹ The Final EIR consists of the Draft EIR, comments and responses to comments on the Draft EIR, the Mitigation Monitoring and Reporting Program, and Errata to the Draft EIR.

² Michael Brandman Associates, *Draft Environmental Impact Report for the Renaissance Specific Plan*, May 3, 2010, Pages 1-4 and 1-5.

- Cumulative air quality emissions: Because construction and operational emissions would exceed SCAQMD thresholds, the Proposed Project would have significant cumulative air quality impacts. No mitigation is available to reduce this impact to a less than significant level.
- Offsite noise impacts: The proposed project would result in project level and cumulative offsite
 noise impacts associated with vehicular traffic coming to and leaving the site. No feasible
 mitigation has been identified to reduce significant offsite noise impacts. Therefore, the impact
 in this regard is significant and unavoidable.
- Impact to the freeway segments: The mitigation measures identified for the freeway
 improvements require major capital improvements and require the coordination of federal and
 state agencies. Therefore, the implementation of mitigation for freeway segments is uncertain as
 they would require coordination, cooperation and funding from state and federal agencies, which
 cannot be guaranteed. Therefore, project level and cumulative impacts with respect to freeway
 segments are significant and unavoidable.
- Climate change impacts (Inventory and AB 32): Greenhouse gas emissions from construction and operation of the project has the potential to be inconsistent with AB 32's Greenhouse Gas (GHG) reduction goal by failing to reduce GHG emissions by at least 28 percent below a California Air Resources Board (ARB) 2020 No Action Taken Scenario. Despite the fact that the Proposed Project could potentially meet AB 32's GHG emissions reduction goal, it cannot do so without the actions of multiple third parties, including but not limited to ARB, EPA, and local air districts, who must adopt and fully implement GHG reduction requirements applicable to numerous other economic sectors. The City of Rialto lacks the authority to compel these third party agencies to engage in these activities. Pursuant to CEQA Guidelines Section 15091(a)(2), lead agencies may not rely upon mitigation that is within the responsibility or jurisdiction of another public agency.

All other impacts were determined to be less than significant or less than significant with the implementation of mitigation measures.

The City adopted CEQA Findings of Fact and Statement of Overriding Considerations relative to each impact at the time the Final EIR was certified. Mitigation measures that were identified in the Final EIR for the purpose of lessening an impact to the extent feasible are embodied in a Mitigation Monitoring and Reporting Program that the City adopted at the time the Final EIR was certified.

2.2 Purpose of the Addendum

The Applicant is currently proposing the development of the Rialto Travel Center Project (Project). The Project would include the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators, as described in Section 3.0, Project Description.

The approximately 13.22-acre Project site comprises a portion of Planning Area 1 within the northwest portion of the RSP, generally located west of Alder Avenue, between Sierra Lakes Parkway and State Route (SR) 210.

The purposes of this Addendum are to analyze any potential differences between the impacts identified in the Final EIR and those that would be associated with the proposed Project. Pursuant to provisions of CEQA and State CEQA Guidelines, the City is the Lead Agency charged with the responsibility of deciding

whether to approve development on the Project site. As part of its decision-making process, the City is required to review and consider whether the proposed Project would create new significant impacts or significant impacts that would be substantially more severe than those disclosed in the Final EIR.

Additional CEQA review beyond this Addendum would only be triggered if the Project created new significant impacts or impacts that are more severe than those disclosed in the Final EIR used to approve the Specific Plan Project in 2010. To use an Addendum as the appropriate CEQA document for the proposed Project, the City must find that major revisions to the Final EIR are not necessary and that none of the conditions described in State CEQA Guidelines Section 15162 calling for the preparation of additional CEQA documentation has occurred.

In accordance with the State CEQA Guidelines, prior to approving further discretionary action and depending upon the situation, the lead agency must generally either: (1) prepare a Subsequent EIR; (2) prepare a Supplemental EIR; (3) prepare a Subsequent Negative Declaration; (4) prepare an Addendum to the EIR or Negative Declaration; or (5) prepare no further documentation. (See State CEQA Guidelines, §§ 15162 – 15164.) State CEQA Guidelines Section 15162 states:

When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15164 of the State CEQA Guidelines explains when an Addendum to an EIR is appropriate. Per this section, where some changes or additions are necessary to the previously certified EIR, but none of the

conditions described in Section 15162 calling for the preparation of a subsequent EIR (as described above) have occurred, then the lead agency is directed to prepare an Addendum to the certified EIR (State CEQA Guidelines, § 15164). Further, the Addendum should include a "brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162," and that "explanation must be supported by substantial evidence" (State CEQA Guidelines, § 15164 [e]). The addendum need not be circulated for public review but may simply be attached to the certified EIR (State CEQA Guidelines, § 15164 [c]).

2.3 Addendum Finding

As detailed herein, on the basis of substantial evidence in the light of the whole record, a Subsequent or Supplemental EIR is not appropriate for the proposed Project because none of the criteria permitting such a document under State CEQA Guidelines Section 15162 are met.

The proposed Project would result in no new significant impacts that were not analyzed in the Final EIR, nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with the proposed Project would either be the same or less than those described in the Final EIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Final EIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, in accordance with Section 15164 of the State CEQA Guidelines, this Addendum to the previously certified Final EIR is the appropriate environmental documentation for the proposed Project. In taking action on any of the approvals, the decision-making body must consider the whole of the data presented in the Final EIR and the previously adopted Mitigation Monitoring and Reporting Program (MMRP), as augmented by this Addendum.

It is noted that the Renaissance Specific Plan Amendment Recirculated Draft Subsequent Environmental Impact Report (SEIR) was certified in November 2016. The SEIR was prepared to address potential environmental impacts associated with the Renaissance Specific Plan Amendment, which included land use changes to the original RSP. The Renaissance Specific Plan Amendment did not include the entire original RSP project boundary, and the proposed Rialto Travel Center Project is outside of the boundaries of the Renaissance Specific Plan Amendment.³ Thus, the Renaissance Specific Plan Final EIR (2010) is the appropriate document to tier from for purposes of this Addendum.

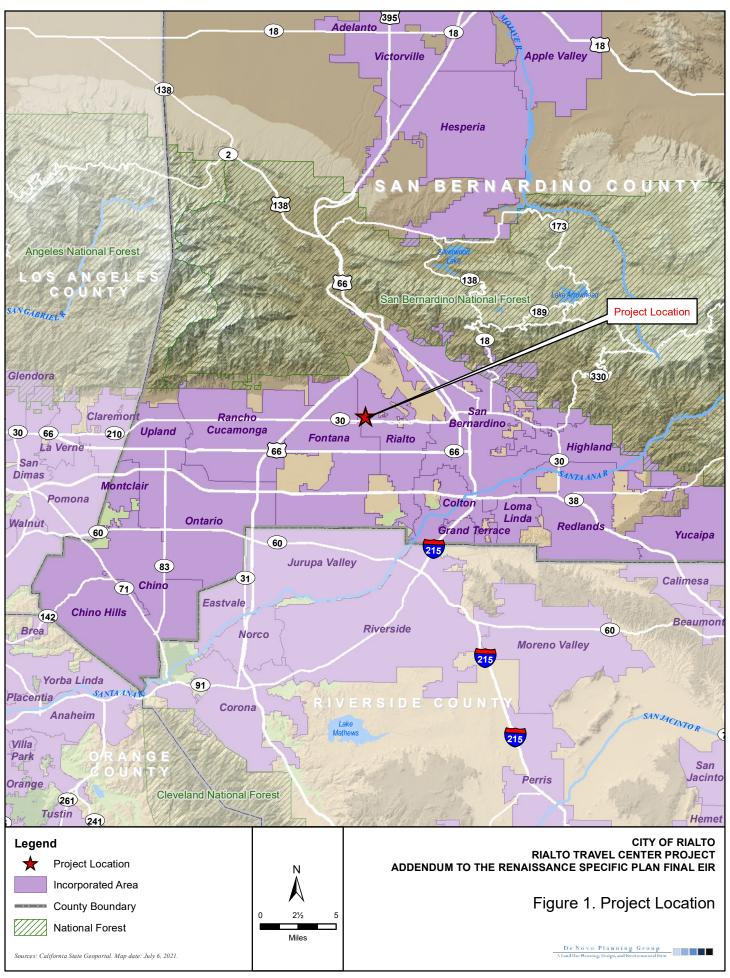
3.0 PROJECT DESCRIPTION

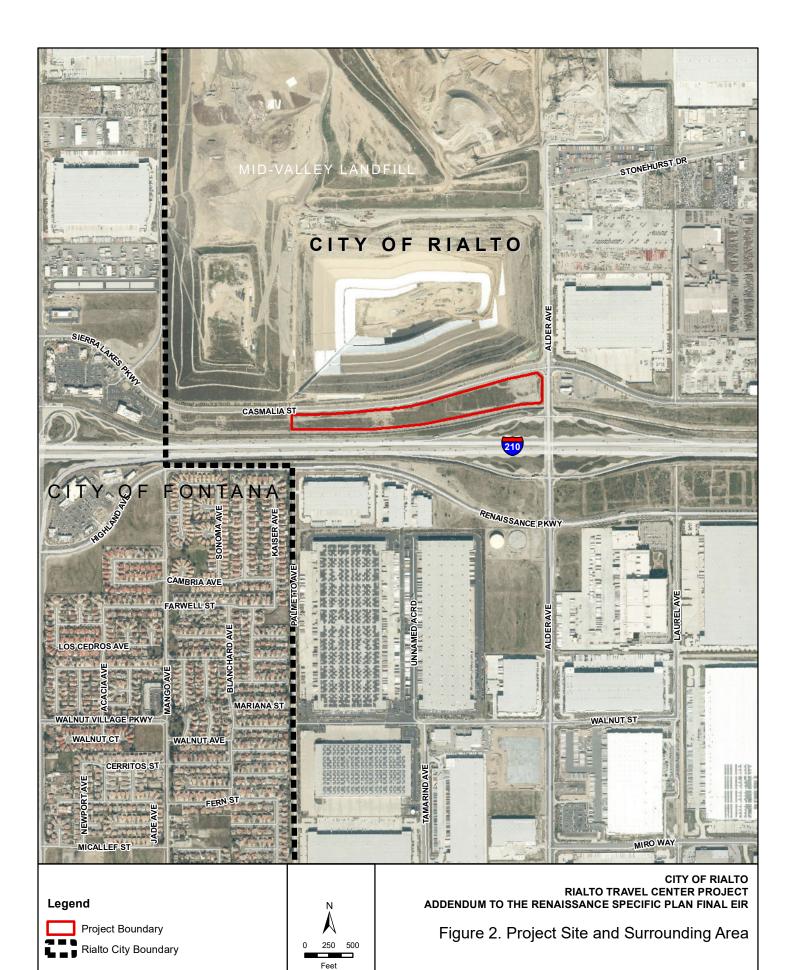
3.1 Project Location

The Project site consists of approximately 13.22 acres generally located west of Alder Avenue, between Sierra Lakes Parkway and SR-210; refer to <u>Figure 1</u>, <u>Project Location</u> and <u>Figure 2</u>, <u>Project Site and Surrounding Area</u>.

September 2021 8 Final

³ The acreage for Planning Area 1 was modified from 23.3 acres to 22.5 acres to reflect the updated land use survey. Additionally, the FAR for Planning Area 1 was reduced from .35 to .23.





Sources: San Bernardino County GIS; ArcGIS Online World Imagery Map Service, 2/5/2020. Map date: July 2, 2021. De Novo Planning Group

3.2 Existing Setting

PROJECT SITE

The Project site is relatively flat with an elevation of approximately 1,540 feet above mean sea level. The site is vacant and undeveloped with gravel/dirt areas and grasses and shrubs primarily covering the site.

GENERAL PLAN AND ZONING

The Project site is designated Renaissance Specific Plan by the Rialto General Plan. The Project site is located within Planning Area 1 of the RSP. The RSP Land Use Diagram identifies the land use for Planning Area 1 as Freeway Incubator; refer to Figure 3, Renaissance Specific Plan Land Use Diagram. The Freeway Incubator land use accommodates larger retail and business uses that serve the region, such as furniture showrooms, automobile and boat sales, lodging, travel services, professional office, floor and tile showrooms, and furniture or appliance outlets.

SURROUNDING USES

Immediately north of the Project site is Sierra Lakes Parkway. North of Sierra Lakes Parkway is the Rialto Landfill. Immediately east of the Project site is Alder Avenue. An Arco Station (designated Freeway Incubator by the Renaissance Specific Plan) is located at the southeast corner of Alder Avenue and Sierra Lakes Parkway/Casmalia Street intersection, and an industrial/warehouse use (designated Employment by the Renaissance Specific Plan) is located at the northeast corner of Alder Avenue and Sierra Lakes Parkway/Casmalia Street intersection. South of the Project site is a concrete drainage channel and associated maintenance road and the SR-210 freeway. West of the Project site is undeveloped land and a cell tower. Further west are office/commercial uses within The Shops at Sierra, located in the City of Fontana.

3.3 Proposed Project

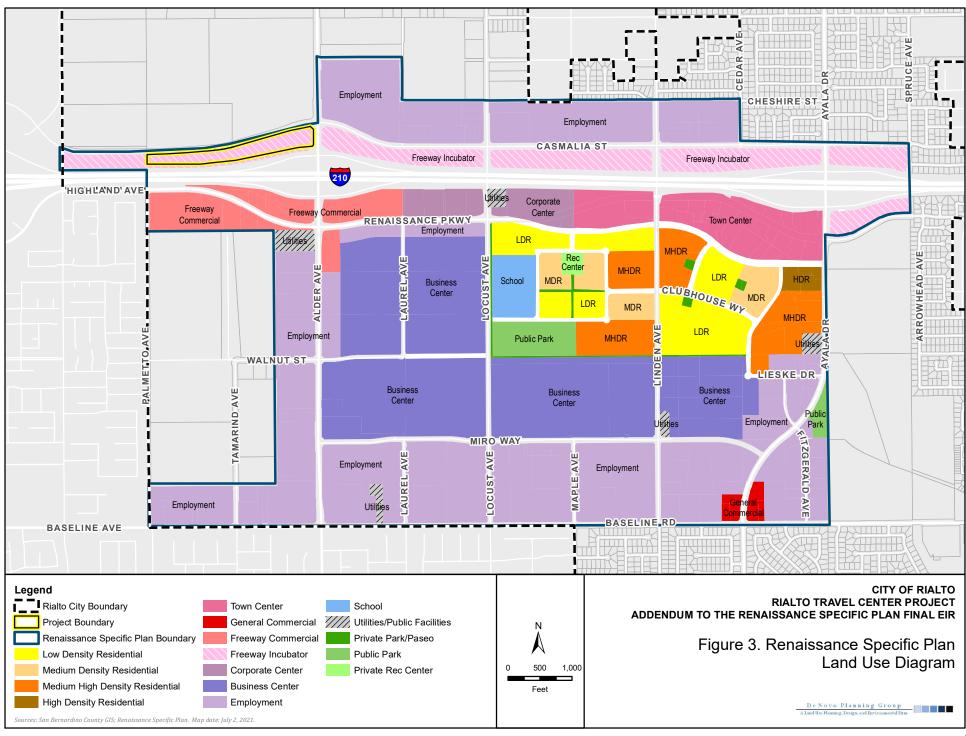
The Rialto Travel Center Project (Project) proposes the construction and operation of the Rialto Travel Center on the approximately 13.22-acre site for regional and local highway traveling users. Implementation of the Project would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators as described below; refer to Figures 4a through 4d, Preliminary Site Plan.

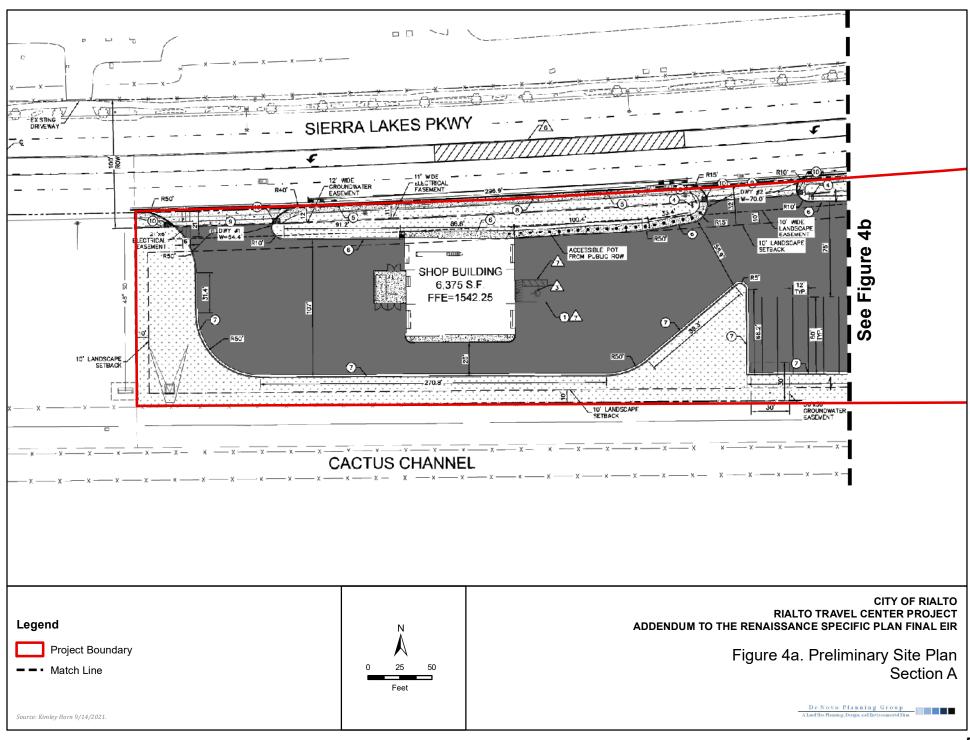
Travel Center Building

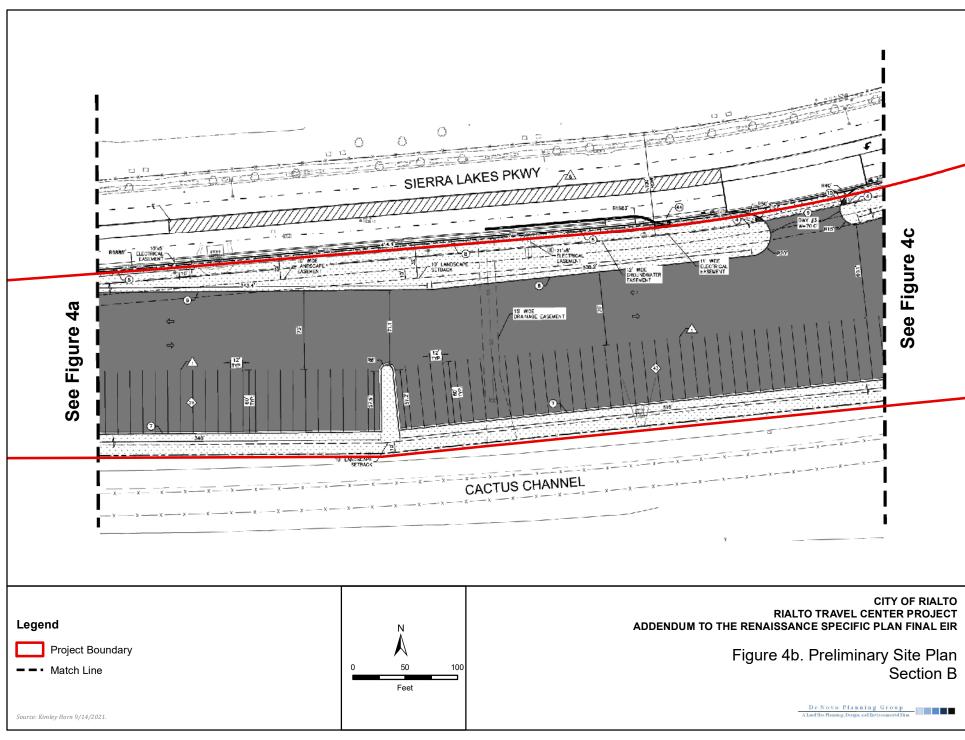
The proposed 14,697-square foot travel center building would be located within the eastern portion of the site and include a drive-thru restaurant (approximately 2,400 square feet), additional food offerings with kitchen, convenience store, driver amenities (e.g., restrooms, showers, laundry), and support/utility areas.

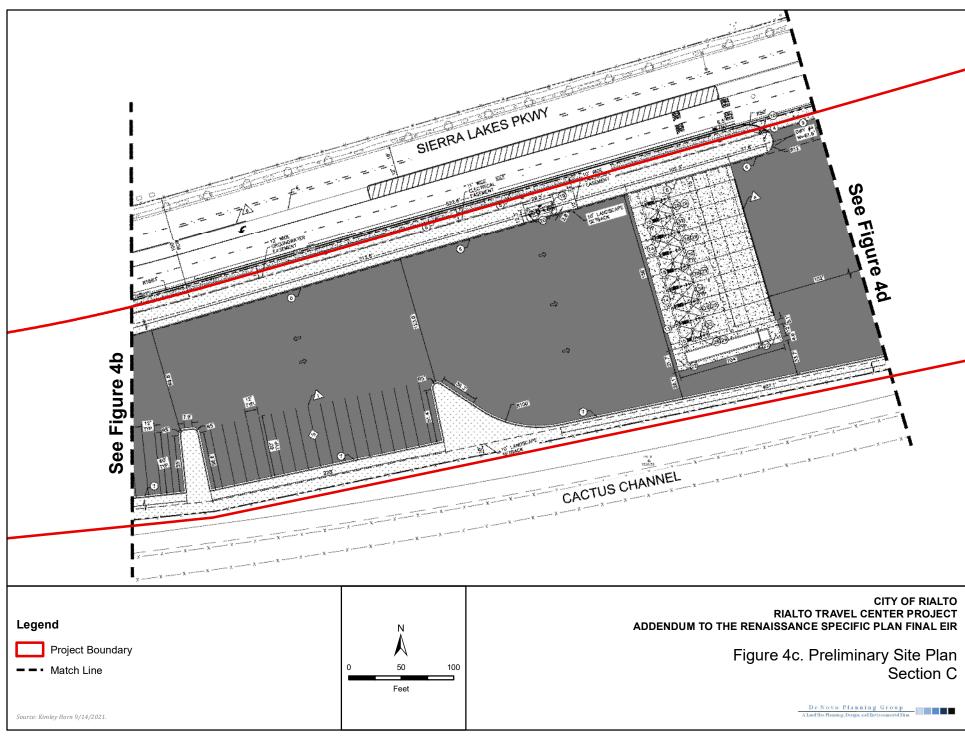
Shop Building

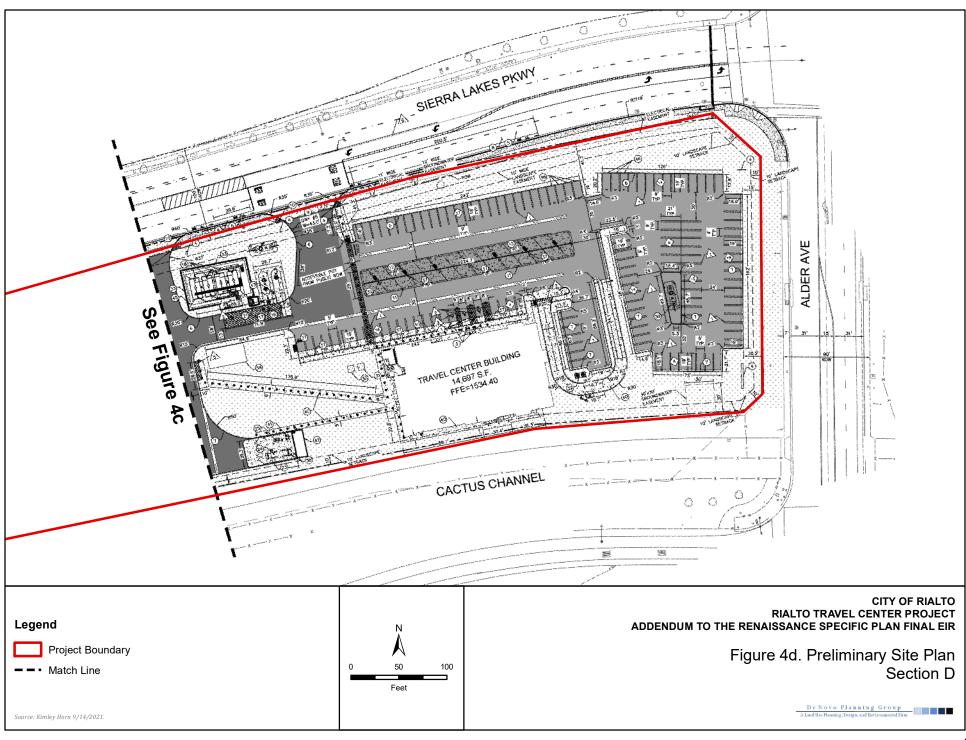
The proposed 6,375-square foot shop building would be located within the western portion of the site. The shop would provide limited services, such as tire replacement, rotation, and repair and oil changes; no major mechanical work or body work would be performed.











Fueling Facilities

The Project proposes nine diesel fueling lanes/positions and seven gas islands with 14 fueling positions. Additionally, one hydrogen dispenser would be located within the truck fueling area and the auto fueling area. The diesel fueling lanes would be located to the west of the travel center building and include a 20-foot-tall canopy structure. A truck scale would be located adjacent to the dieseling fueling lanes. The gas islands would be located north of the travel center building, and include a 19-foot-tall canopy structure. An aboveground fuel tank farm and underground gasoline storage tanks would be located between the diesel and auto fueling areas.

Parking Facilities

The Project would provide 223 parking spaces (128 automobile, 4 ADA compliant, 91 truck) with passenger automobile parking (including ADA spaces) generally located north and east of the travel center facility and around the perimeter of the gas islands. Truck parking would be located within the western portion of the site, along the southern property line west of the diesel fueling lanes/positions.

Signage and Lighting

An internally illuminated 85-foot-tall monument sign would be located at the southeast corner of the Project site. Internally illuminated directional signage would also be provided within the interior of the Project site. Additional illuminated signage would be provided on the travel center facility and fueling canopies. Security lighting would be provided throughout the site and around the exterior of the proposed buildings.

Landscaping and Fencing

Landscaping, including trees, shrubs, accents, and groundcover would be provided adjacent to Alder Avenue and Sierra Lakes Parkway and along the western and southern property lines; refer to <u>Figures 5a through 5d Preliminary Landscape Plan</u>. Additional landscaping would be provided around the proposed travel center building, within the parking areas and drive-thru, and around the refuse enclosure and tank farm. The existing chain-link fence along the southern and eastern property lines would remain.

Access

Access to the Project site would be provided from Sierra Lakes Parkway via five driveways. The three westernmost driveways would be for truck access only. A fourth driveway, located toward the center of the Project site, would serve as an exit only for trucks exiting the truck fueling positions. The fifth driveway, located within the eastern portion of the Project site, would be for passenger vehicles only and would provide access to the gas fueling positions, travel center, and drive-thru restaurant.

Infrastructure/Utilities Improvements

The Project would require the construction of an 8-inch sewer main along the entire property frontage. Sewer lateral services would be constructed from the proposed mainline for the Project site. Water service and a fire suppression line would be available from an existing West Valley water main located in Sierra Lakes Parkway. The Project would construct onsite water lines to connect to the water main. The off-site roadway improvements, described below, would require the addition of storm drain inlets to capture stormwater associated with the proposed widening. On-site drainage and water quality improvements would provide for piping of stormwater to three proposed underground infiltration facilities. The Project proposes to infiltrate the stormwater for water quality and treatment.

Offsite Improvements

As part of the Project, half-width improvements would occur to Sierra Lakes Parkway in accordance with the RSP and City of Rialto standards. The proposed improvements would include a striped median, two travel lanes, bicycle lane, curb/gutter, parkway, sidewalk, and landscape easement. As part of these improvements the driveways for the proposed Project would be constructed. The southwest corner of the Sierra Lakes Parkway/Alder Avenue intersection would also be reconstructed to increase the radius per City standards. Additionally, as discussed above, an 8-inch sewer main would be constructed along the entire property frontage.

3.4 Construction

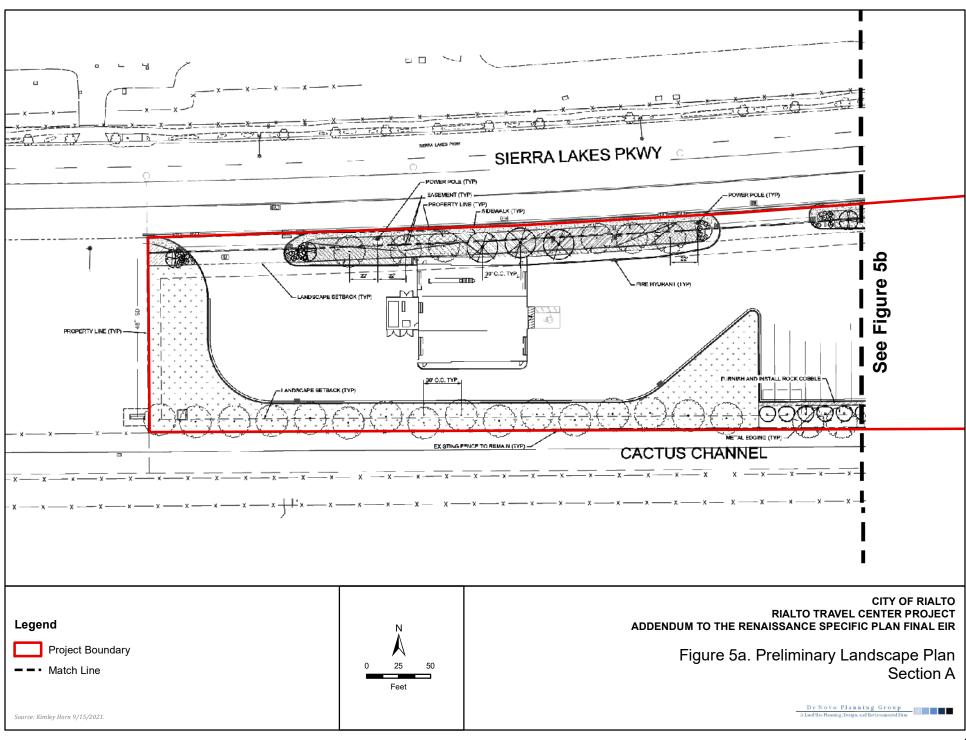
Construction activities are anticipated to commence in late 2021 and be completed in late 2021/early 2022.

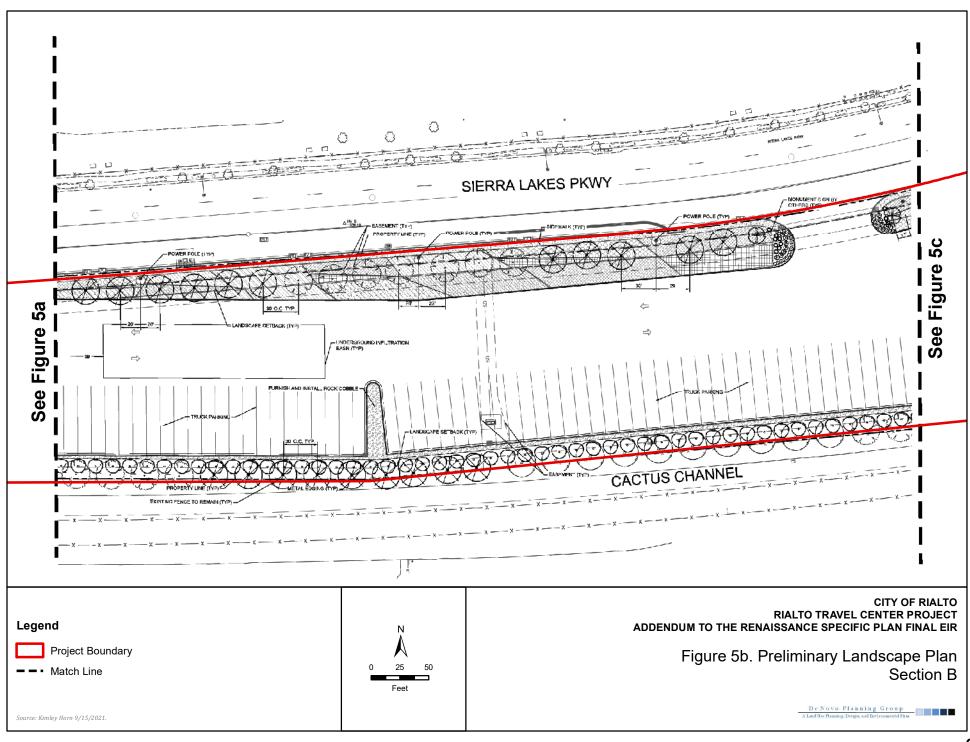
ENTITLEMENTS REQUESTED

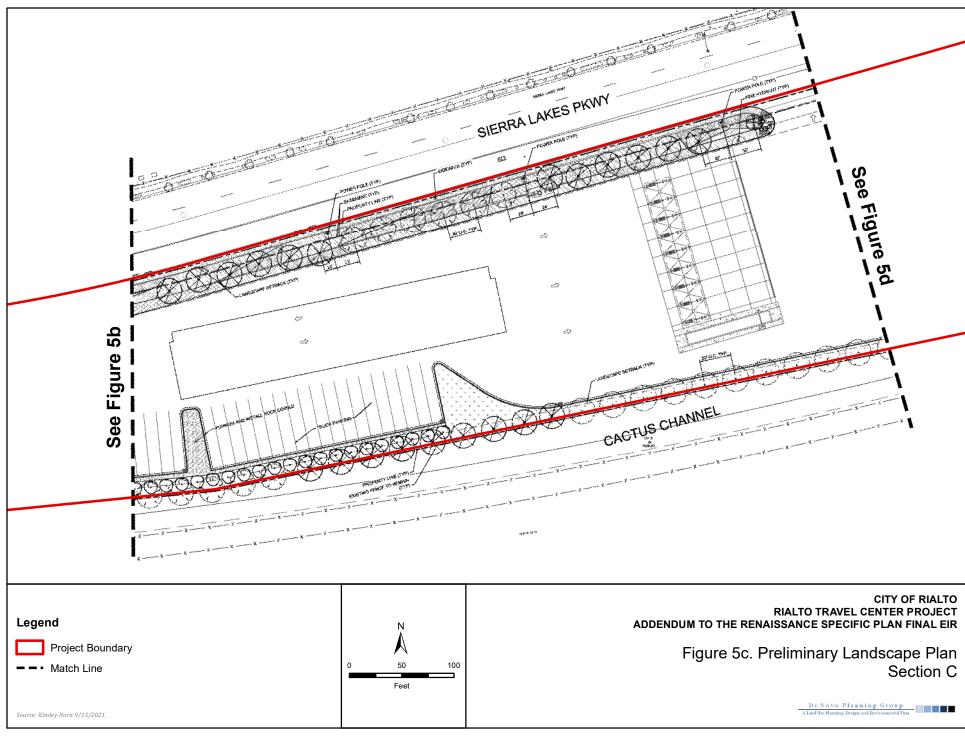
The following entitlements are requested in order to implement the proposed Project:

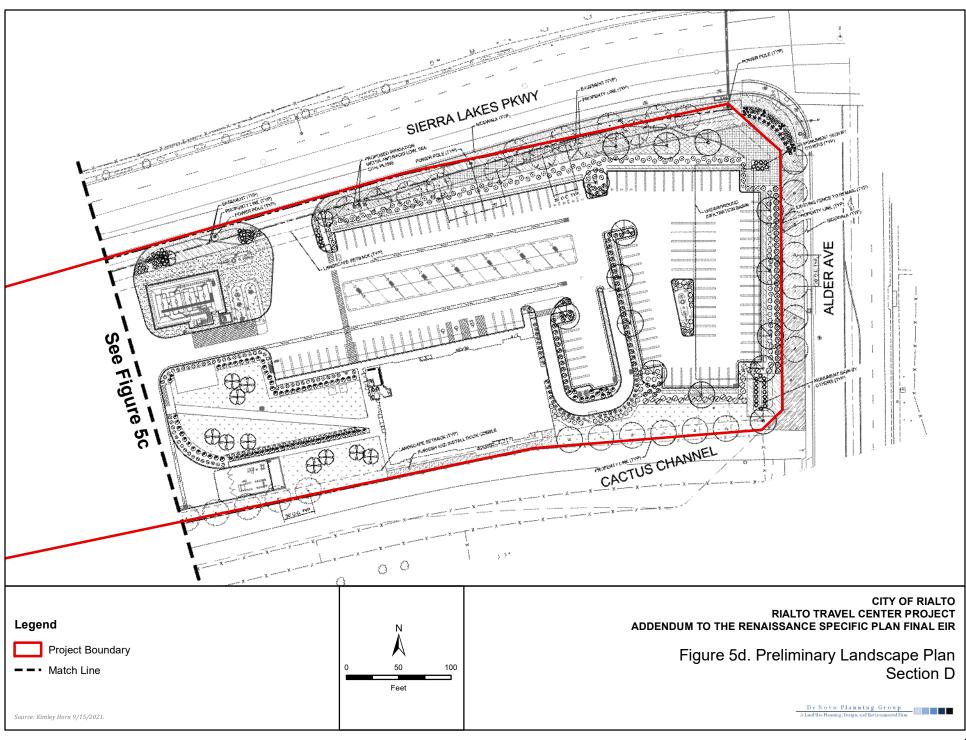
- Conditional Development Permit No. 2021-0009 Gas canopy/sales
- Conditional Development Permit No. 2021-0010 Diesel canopy/sales
- Conditional Development Permit No. 2021-0011 C-store
- Conditional Development Permit No. 2021-0012 Fast Food drive-thru
- Conditional Development Permit No. 2021-0013 Service Shop
- Conditional Development Permit No. 2021-0014 Alcohol Sales (Beer/Wine)
- Precise Plan of Design No. 2021-0013 Design Review of entire development
- Environmental Assessment Review No. 2021-0016 CEQA Review of entire development

Additional permits may be required upon review of construction documents. Other permits required for the Project may include, but are not limited to, building permits; grading permits; water quality and air quality permits; and permits for new utility connections.









4.0 ENVIRONMENTAL ANALYSIS

This Addendum has been prepared to determine whether the proposed Project would result in any new or substantially increased significant environmental impacts in comparison to the approved project as analyzed in the previously certified Final EIR. This section of the Addendum provides analysis and cites substantial evidence that supports the City's determination that the proposed Project does not meet the criteria for preparing a subsequent or supplemental EIR under CEQA Guidelines Section 15162.

The scope of the City's review of the proposed Project is limited by provisions set forth in CEQA and the State CEQA Guidelines. This review is limited to evaluating the environmental effects associated with the proposed Project to the RSP Project as set forth in the Final EIR. This Addendum also reviews new information, if any, of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the Final EIR was certified. This evaluation includes a determination as to whether the changes proposed for the Project would result in any new significant impacts or a substantial increase in a previously identified significant impact.

The section below identifies the environmental topics addressed in the Final EIR, provides a summary of impacts associated with the proposed actions, as described in the Final EIR, and includes an analysis of the potential impacts associated with the proposed Rialto Travel Center Project when compared to the RSP. This comparative analysis provides the City with the factual basis for determining whether any changes in the Project, any changes in circumstances, or any new information since the Final EIR was certified would require additional environmental review or preparation of a Subsequent EIR or Supplemental EIR.

AESTHETICS

Final EIR

Thresholds:

- (a) Have a substantial adverse effect on a scenic vista.
- (b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.
- (c) Substantially degrade the existing visual character or quality of the site and its surroundings.
- (d) Create new sources of substantial light or glare that may adversely affect day or nighttime views in the area.

<u>Visual Character and Visual Resources</u>. The 2010 RSP EIR determined the short-term visual impacts during construction activities would be temporary in nature and limited to the actual periods of construction of each phase and would not be a significant impact.

Development of the 2010 RSP would convert predominantly urban vacant land to residential, commercial, and light industrial land uses, substantially changing the aesthetic nature of the area. However, the Final EIR determined that much of the RSP area is in a blighted condition, and would not be considered scenic in nature. Therefore, development of the RSP in a consistent and aesthetically pleasing manner would actually improve the existing visual landscape.

Although new buildings would block views from portions of the RSP area to the mountains, development of the RSP would be consistent with surrounding development and the overall views of the San Gabriel and San Bernardino Mountains. The Final EIR concluded that the surrounding area would not be marred, and therefore development of the RSP would not result in a significant impact. Further, the Final EIR noted the RSP is not adjacent to or in the vicinity of a state scenic highway; therefore, impacts related to state scenic highways were determined to be less than significant.

<u>Light and Glare</u>. The RSP area is nearly surrounded by development that has similar light and glare sources, so the RSP would be consistent with surrounding light sources; the Final EIR concluded the RSP would not create a significant impact related to light and glare.

The Final EIR concluded that development within the RSP would be required to comply with the development standards of the RSP and would be subject to design review to ensure compliance with the RSP and no conflicts with the City's General Plan and Development Code. The RSP requires preparation of detailed lighting plans with submittal of development applications and both the RSP and City's zoning ordinance limits light source intensities adjacent to residential and non-residential uses. Project and cumulative aesthetics impacts were determined to be less than significant.

Proposed Project

<u>Visual Character and Visual Resources</u>. There are no State-designated scenic highways adjacent to the Project site. Scenic views within the area include the San Gabriel and San Bernardino Mountains to the north, northeast, and northwest of the City and the Project site. The Project proposes development of the currently undeveloped site with a travel center, consistent with the Freeway Incubator land use identified for the Project site. The proposed development would be visible from roadways within the immediate area; however, long-range views of the site would be limited due to the topography and intervening development within the surrounding area. The proposed 14,697-square foot travel center building would be located within the eastern portion of the site and would be 30-feet at its maximum height. The fueling canopies would be open on all sides and therefore would not limit views through the site to the north. Long-range views of the mountains located to the north would still be available from the surrounding area.

Although development of the site would convert predominantly urban vacant land to a commercial use, it would be consistent with development within the surrounding area and the uses anticipated by the RSP and Final EIR for the site. Further, development of the proposed Project would be required to comply with the development standards of the RSP and would require approval of a Precise Plan of Design (PPD), which would include review of the Project to ensure the proposed development is in compliance with all City ordinances and regulations and that the site is physically suitable for the proposed development. The proposed Project would be consistent with the findings of the Final EIR that development of the RSP in a consistent and aesthetically pleasing manner would improve the existing visual landscape. Thus, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to scenic vistas, scenic resources, or the visual character or quality of the site and surrounding area as a result of the proposed Project.

<u>Light and Glare</u>. Existing sources of light and glare occur within the surrounding area associated with adjacent street lighting, building interior and exterior lighting associated with existing commercial and industrial uses within the surrounding area, and lighting associated with SR-210. The Project would

introduce new light sources and building materials to the Project site, as anticipated by the RSP and Final EIR. The proposed building materials would not create glare that would adversely affect day or nighttime views in the area. Lighting would be provided throughout the site, including within the fueling areas within and around the travel center and shop structures, landscape lighting, and lighting associated with signage. The proposed lighting would be consistent with lighting that occurs within the surrounding area associated with existing development along Sierra Lakes Parkway and Casmalia Street, to the east of Alder Avenue and the Project site. The Project would be required to provide safety and security lighting within the site in accordance with Rialto Municipal Code Section 18.61.140, Lighting, which requires the level of lighting not exceed one footcandle at any nonresidential property line. As the Project would be required to comply with the development standards of the RSP and the City's Municipal Code specific to lighting, the Project would not result in lighting impacts that adversely affect day or nighttime views in the area. Thus, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to light and glare as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

AGRICULTURE

Final EIR

Thresholds:

- (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
- (b) Conflict with existing zoning for agricultural use or a Williamson Act contract.
- (c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.

According to the 2010 RSP EIR most of the City's land that is designated for agricultural use is either developed with nonconforming land uses (i.e., residential or commercial land uses) or is small and not viable for large agricultural operations. The RSP area does not contain lands designated for agriculture, and would not impact agricultural land uses. Therefore, the 2010 RSP EIR concluded the RSP would not conflict with City zoning or general plan requirements and no project or cumulative impacts to agricultural resources would occur.

Proposed Project

The Project site comprises 13.22 acres of undeveloped land within Planning Area 1 of the larger RSP area. The Project site is undeveloped and no agricultural resources occur on-site, nor has the site historically been used for agricultural purposes. The California Department of Conservation California Important Farmland Finder identifies the Project site as Urban and Built-Up Land.⁴ The Project site is zoned Renaissance Specific Plan and the RSP land use diagram identifies the Project site as Freeway Incubator. Thus, the Project site is not zoned for agricultural use and is not within a Williamson Act contract. Thus,

September 2021 25 Final

⁴ California Department of Conservation, California Important Farmland Finder, <u>Department of Conservation Map Server (ca.gov)</u>, accessed April 26, 2021.

no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to agricultural resources as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

AIR QUALITY

Final EIR

Thresholds:

- (a) Conflict with or obstruct implementation of the applicable air quality plan.
- (b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- (c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- (d) Expose sensitive receptors to substantial pollutant concentrations
- (e) Create objectionable odors affecting a substantial number of people.

The 2010 RSP EIR concluded that construction and operational air quality emissions would exceed SCAQMD regional emission significance thresholds for VOC, NOx, CO, PM₁₀ and PM_{2.5}. As a result, buildout of the RSP would conflict with or obstruct implementation of the AQMP. Mitigation measures would be required to reduce the impact; however, emissions would still exceed SCAQMD regional significance thresholds. Project and cumulative project impacts would be significant and unavoidable.

The localized significance analysis conducted within the 2010 RSP EIR determined the RSP would not exceed the localized thresholds for CO, NOx, PM_{10} or $PM_{2.5}$. Additionally, the CO hotspots analysis demonstrated that emissions of CO during operation would not exceed the most stringent air quality standards for CO. Therefore, the 2010 RSP EIR determined that the Project would not violate an air quality standard or contribute substantially to existing or projected air quality violation and impacts would be less than significant.

The 2010 RSP EIR's regional significance analysis of construction and operational emissions demonstrated that without mitigation, emissions of NOx, VOC, PM₁₀ and PM_{2.5} would be over SCAQMD regional significance thresholds. As concluded in the 2010 RSP EIR, even with the implementation of mitigation measures, the RSP Project would exceed SCAQMD regional emission thresholds and therefore would contribute to a cumulative considerable net increase for ozone, PM₁₀ and PM_{2.5}. Further, the 2010 RSP EIR concluded that Project emissions of NOx and VOC may contribute to the background concentration of ozone and cumulatively cause health effects. Additionally, during construction and operation, the RSP Project could result in a significant contribution to PM₁₀ and PM_{2.5}; sensitive individuals may experience health impacts when concentrations of these pollutants exceed the ambient air quality standards. The 2010 RSP EIR concluded emissions during construction and operation could result in cumulative ozone, PM₁₀ and PM_{2.5} impacts, which may result in cumulative health impacts from exposure to those pollutants.

Implementation of mitigation measures would be required; however, the impact would be significant and unavoidable.

The 2010 RSP EIR considered existing and proposed sensitive receptors, including residential and school uses. Regarding localized impacts and CO Hotspots, the analysis determined the RSP Project would not exceed the SCAQMD's LST thresholds or result in concentrations of CO from motor vehicles. A Health Risk Assessment (HRA) was conducted to assess the health risks associated with diesel particulate matter (DPM) from onsite truck emissions. The HRA determined the RSP Project operations would not exceed the SCAQMD cancer risk threshold or non-cancer risk threshold. However, due to the uncertainty associated with the estimate of health impacts from the amount of warehouse development that would ultimately occur and the location of warehouses to residential uses and other sensitive receptors, mitigation requiring site-specific analysis for project level development proposals was identified to ensure nearby sensitive receptors would not be impacted by DPM emissions generation by operation of the proposed development. Additional mitigation measures were identified to address construction activities, restricting the placement of fueling stations near sensitive receptors, restricting new sensitive land uses near dry cleaning operations, and restricting the placement of certain land uses within a certain distance of sensitive receptors. With implementation of recommended mitigation measures, the 2010 RSP EIR determined that the RSP Project's potential to expose sensitive receptors to substantial pollutant concentrations would be reduced to a less than significant level.

The RSP Project does not propose land uses typically associated with emitting objectionable odors. Therefore, the 2010 RSP EIR concluded that odors during construction and operation would be less than significant.

Proposed Project

The following air quality analysis evaluates construction and operational air quality impacts associated with the proposed Project relative to impacts identified in the 2010 RSP EIR; refer to Appendix A, Air Quality, Energy, and Greenhouse Gas Emissions Data.

AQMP Consistency

The Project site is located within the South Coast Air Basin (SCAB), which is under SCAQMD's jurisdiction. The SCAQMD is required to reduce emissions of criteria pollutants for which SCAB is in non-attainment. To reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and national air quality standards. The AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the Southern California Association of Government's (SCAG's) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed Project is subject to the SCAQMD's AQMP.

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

- Consistency Criterion No. 1: A proposed project would 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 the AQMP's air quality standards or the interim emissions reductions.
- **Consistency Criterion No. 2**: A proposed project would not exceed the AQMP's assumptions or increments based on the years of the project build-out phase.

Consistency Criterion No. 1 refers to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). As shown in <u>Table AQ-1</u>, <u>Construction-Related Emissions</u> (<u>Maximum Pounds Per Day</u>) and <u>Table AQ-2</u>, <u>Operational-Related Emissions</u> (<u>Maximum Pounds Per Day</u>), the proposed Project construction and operational emissions would be below SCAQMD's thresholds. As the Project would not generate localized construction or regional construction or operational emissions that would exceed SCAQMD thresholds of significance, the Project would not violate any air quality standards. Thus, no impact is expected, and the Project would be consistent with the first criterion.

Consistency Criterion No. 2 refers to SCAG's growth forecasts and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, projects that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

With respect to determining consistency with Consistency Criterion No. 2, it is important to recognize that air quality planning within the air basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

1. Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

Growth projections included in the 2016 AQMP form the basis for the projections of air pollutant emissions and are based on the General Plan land use designations and SCAG's 2016-2040 RTP/SCS demographics forecasts. The population, housing, and employment forecasts within the 2016-2040 RTP/SCS are based on local general plans as well as input from local governments, such as the City of Rialto. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2016 AQMP.

The Project involves the development of the Rialto Travel Center, which is consistent with the land use identified by the RSP and Rialto General Plan and would not induce direct population growth in the City. Thus, the Project would be within the population projections anticipated and planned for by the City's General Plan and would not increase growth beyond the AQMP's projections.

2. Would the project implement all feasible air quality mitigation measures?

The proposed Project would result in less than significant air quality impacts. Compliance with all feasible emission reduction measures identified by the SCAQMD would be required. As such, the proposed Project meets this 2016 AQMP consistency criterion.

3. Would the project be consistent with the land use planning strategies set forth in the AQMP?

Land use planning strategies set forth in the 2016 AQMP are primarily based on the 2016-2040 RTP/SCS. As discussed in the Greenhouse Gas Emissions section, the Project would be consistent with the actions and strategies of the 2016-2040 RTP/SCS.

In conclusion, the determination of 2016 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the air basin. The proposed Project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. Further, the proposed Project's long-term influence on air quality in the air basin would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2016 AQMP. Therefore, the Project would be consistent with the above criteria.

Construction Emissions

The Project's construction-related emissions were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Proposed Project site preparation, grading, building construction, and paving is anticipated to begin in late 2021. There is no architectural coating phase anticipated, since all exterior finishes would be pre-finished. The Project's predicted maximum daily construction-related emissions are summarized in Table AQ-1, Construction-Related Emissions (Maximum Pounds Per Day).

Table AQ-1
Construction-Related Emissions (Maximum Pounds Per Day)

Construction Year	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM10)	Fine Particulates (PM _{2.5})
2021	5.4	43.5	73.2	0.2	10.7	5.0
SCAQMD Threshold	75	100	550	150	55	150
Exceed Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2016.3.2.

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 three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment; refer to Appendix A for model outputs.

As shown in <u>Table AQ-1</u>, all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, the proposed Project would be subject to compliance with SCAQMD Rules 402, 403, and 1113, which would further reduce specific construction-

related emissions. A portion of SCAQMD Rule 403 was applied to the Project modeling to more accurately estimate proposed Project criteria pollutant emissions. The proposed Project emissions would not worsen ambient air quality, create additional violations of federal and State standards, or delay SCAB's goal for meeting attainment standards.

Operational Emissions

The Project's operational emissions would be associated with motor vehicle use and area sources. Area sources include natural gas for space and water heating, gasoline-powered landscaping and maintenance equipment, and consumer products (such as household cleaners). Mobile source emissions are generated from vehicle operations associated with project operations. Typically, area sources are small sources that contribute very minor emissions individually, but when combined may generate substantial amounts of pollutants. Area specific defaults in CalEEMod were used to calculate area source emissions.

CalEEMod estimated emissions from Project operations are summarized in <u>Table AQ-2</u>, <u>Operational-Related Emissions (Maximum Pounds Per Day)</u>. Note that emissions rates differ from summer to winter because weather factors are dependent on the season and these factors affect pollutant mixing, dispersion, ozone formation, and other factors.

Table AQ-2
Operational-Related Emissions (Maximum Pounds Per Day)

Source	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
Summer Emissions						
Area Source	0.4	<0.1	<0.1	0	<0.1	<0.1
Energy	<0.1	0.2	0.2	<0.1	<0.1	<0.1
Mobile	9.0	50.9	51.6	<0.2	9.1	2.5
Total	9.4	51.1	51.7	0.2	9.2	2.5
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Winter Emissions						
Area Source	0.4	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	0.2	0.2	<0.1	<0.1	<0.1
Mobile	7.6	49.8	51.4	0.2	9.1	2.5
Total	8.0	50.0	51.6	0.2	9.2	2.5
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: CalEEMod Version 2016.3.2; refer to Appendix A for model outputs.						

Source: CalEEMod Version 2016.3.2; refer to <u>Appendix A</u> for model outputs.

Note: Totals may not add up due to rounding.

As shown in <u>Table AQ-2</u>, emission calculations generated from CalEEMod demonstrate that Project operations would not exceed the SCAQMD thresholds for any criteria air pollutants.

Area Source Emissions

Area source emissions would be generated due to consumer products and landscaping that were previously not present on the site. As shown in <u>Table AQ-2</u>, the Project's unmitigated area source emissions would not exceed SCAQMD thresholds for either the winter or summer seasons.

Energy Source Emissions

Energy source emissions would be generated due to the Project's electricity and natural gas usage. The Project's primary uses of electricity and natural gas would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in <u>Table AQ-2</u>, the Project's unmitigated energy source emissions would not exceed SCAQMD thresholds for criteria pollutants. As such, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

Mobile Source Emissions

Mobile source emissions are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NOX, PM_{10} , and $PM_{2.5}$ are all pollutants of regional concern. NOx and ROG react with sunlight to form O_3 , known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod, as recommended by the SCAQMD. The Project's trip generation estimates were based on the Institute of Transportation Engineers (ITE) trip generation rates provided by Kimley-Horn Associates; refer to <u>Appendix A</u>. As shown in <u>Table AQ-2</u>, mobile source emissions would not exceed SCAQMD thresholds for criteria pollutants.

Cumulative Short-Term Emissions

SCAB is designated nonattainment for O_3 , PM_{10} , and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for Federal standards. As discussed above, the Project's construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants.

Since these thresholds indicate whether individual Project emissions have the potential to affect cumulative regional air quality, it can be expected that the Project-related construction emissions would not be cumulatively considerable. The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal Clean Air Act 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 cumulative projects. As concluded above, the Project's construction-related impacts would be less than significant. Compliance with SCAQMD rules and regulations would further minimize the proposed Project's construction-related emissions. Therefore, Project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term 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 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.

As shown in <u>Table AQ-2</u>, the Project's operational emissions would not exceed SCAQMD thresholds. As a result, the Project's operational emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

Localized Construction Significance Analysis

The nearest sensitive receptors to the Project site are the residences located approximately 133 meters southwest of the Project site (at the closest location). To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

The maximum daily disturbed acreage would be less than 5.0 acres. The appropriate SRA for the LSTs is the SRA 34 (Central San Bernardino Valley), since SRA 34 includes the Project site. LSTs apply to CO, NO_2 , PM_{10} , and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5.0 acres. As stated, Project construction is anticipated to disturb no more than 5.0 acres in a single day.

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, as recommended by the SCAQMD, LSTs for receptors located at 100 meters were utilized in this analysis for receptors (since the closest sensitive receptor is located approximately 133 meters away). <u>Table AQ-3, Localized Significance of Construction Emissions (Maximum Pounds per Day)</u>, presents the results of localized emissions during proposed Project construction.

Table AQ-3
Localized Significance of Construction Emissions (Maximum Pounds per Day)¹

Construction Activity	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
Site Preparation (2021)	1.4	6.1	2.2	1.2
Grading (2021)	26.3	42.4	5.7	3.4
Building Construction (2021)	6.9	14.7	0.3	0.3
Paving (2021)	5.7	12.6	0.2	0.2
SCAQMD Localized Screening Thresholds (5 acres at 100 meters)	378	4,142	65	17
Exceed SCAQMD Threshold?	No	No	No	No
Source: CalEEMod Version 2016.3.2; refer to Appendix A for model outputs.				

Notes:

1. Emissions reflect on-site construction emissions only, per SCAQMD guidance.

As shown in <u>Table AQ-3</u>, the emissions of these pollutants on the peak day of Project construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Further, the Project would be subject to compliance with SCAQMD Rules 402, 403, and 1113, which would further reduce specific construction-related emissions.

Localized Operational Significance Analysis

The on-site operational emissions are compared to the LST thresholds in <u>Table AQ-4</u>, <u>Localized Significance</u> <u>of Operational Emissions (Maximum Pounds per Day)</u>. <u>Table AQ-4</u> shows that the maximum daily emissions of these pollutants during Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table AQ-4
Localized Significance of Operational Emissions (Maximum Pounds per Day)

Emission Sources	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
On-Site Emissions (Area Sources)	<0.1	<0.1	<0.1	<0.1
SCAQMD Localized Screening Threshold (5 acres at 100 meters)	378	4,142	11	5
Exceed SCAQMD Threshold?	No	No	No	No
Source: CalEEMod version 2016.3.2; refer to Appendix A for model outputs.				

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (Sierra Club v. County of Fresno [Friant Ranch, L.P.] [2018] 6 Cal.5th 502). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major

stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur.

NOx and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level ozone can result in health effects that include: reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the SCAQMD's 2016 AQMP, ozone, NOx, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NOx and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NOx emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2016 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour ozone standard in 2023 would lead to sufficient NOx emission reductions to attain the 1-hour ozone standard by 2022. In addition, since NOx emissions also lead to the formation of PM_{2.5}, the NOx reductions needed to meet the ozone standards will likewise lead to improvement of PM_{2.5} levels and attainment of PM_{2.5} standards.

The SCAQMD's air quality modeling demonstrates that NOx reductions prove to be much more effective in reducing ozone levels and will also lead to a significant decrease in PM_{2.5} concentrations. NOx-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NOx reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NOx emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

The 2016 AQMD also emphasized that beginning in 2012, continued implementation of previously adopted regulations will lead to NOx emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NOx from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NOx reductions from stationary sources achieved in the decades prior to 2008.

As previously discussed, Project emissions would be less than significant and would not exceed SCAQMD thresholds; refer to <u>Table AQ-1</u> and <u>Table AQ-2</u>. Localized effects of on-site Project emissions on nearby receptors were also found to be less than significant; refer to <u>Table AQ-3</u> and <u>Table AQ-4</u>. The LSTs represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. As shown above, 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 more than the health-based ambient air quality standards.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" determines whether the change in the level of service of an intersection resulting from the proposed Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The 2016 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with approximately 100,000 average daily traffic (ADT), was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The proposed 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/Veteran Avenue intersection even as it accommodates 100,000 ADT, it can be reasonably inferred that CO hotspots would not be experienced at any Project area intersections from the passenger-car-equivalent (PCE) trips attributable to the proposed Project.

Toxic Air Contaminants

A toxic air contaminant (TAC) is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health even at very low concentrations. In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the state and federal governments have set ambient air quality standards.

Based on the risks associated with diesel particulate matter (DPM) generated by the Project's heavy-duty truck trips and truck refrigeration units (TRUs), and benzene exposure during gasoline refueling activities, an Air Toxics Health Risk Assessment (HRA) was prepared for the proposed Project to assess the Project's health risks; refer to Appendix B, Health Risk Assessment.

The SCAQMD has established maximum thresholds of significance for TACs, which would be significant if they exceed the following thresholds (for on-site workers):

- Incremental cancer risk of equal to or greater than 10 in one million; and,
- Chronic and Acute Hazard Index of equal to or greater than 1.0 (project increment).

Air dispersion modeling was conducted using AERMOD and HARP-2 risk modeling software to determine cancer and non-cancer TAC risks on the nearest residential and on-site workplace receptors. Maximum incremental residential cancer risk was evaluated over a 70-year period, and maximum incremental workplace cancer risk was evaluated over a 40-year period. Chronic and acute cancer risks on the nearest sensitive receptors were also modeled.

<u>Table AQ-5, Summary of Maximum Health Risks</u>, displays the workplace cancer risk, and acute and chronic incidence rate results at nearest receptors. Parameters, assumptions, and output selections provided within the modeling are described within the health risk assessment provided in <u>Appendix B</u>.

Table AQ-5
Summary of Maximum Health Risks

Risk Metric	Maximum Risk (per million persons)	Significance Threshold	Is Threshold Exceeded?		
Residential Cancer Risk (70-year exposure)	1.55	10 per million	No		
Workplace Cancer Risk (40-year exposure)	0.2	10 per million	No		
Chronic (non-cancer)	0.03	Hazard Index ≥1.0	No		
Acute (non-cancer)	0.07	Hazard Index ≥1.0	No		
Sources: AERMOD VIEW 9.9.5 (Lakes Environment	Sources: AERMOD VIEW 9.9.5 (Lakes Environmental Software, 2021); and HARP-2 Air Dispersion and Risk Tool (dated 21081).				

As shown in <u>Table AQ-5</u>, the proposed Project would not exceed the maximum risk values established by the SCAQMD for TACs. All receptor types would be below the applicable SCAQMD significance thresholds.

Construction-Related Diesel Particulate Matter

Project construction would generate diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required. 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 would dissipate 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 to the Project site are located to the southwest, and further from the major Project construction areas.

California Office of Environmental Health Hazard Assessment has not identified short-term health effects from diesel particulate matter (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 activities would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by Project construction activities, in and of itself, would not expose sensitive receptors to substantial amounts of air toxins.

Construction Odors

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

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

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly.

Operational Odors

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 proposes development of a travel center, which would not involve the types of uses that would emit objectionable odors affecting substantial numbers of people. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

As demonstrated above, air quality and health risk impacts related to the proposed Project are within the limit of impacts identified in the 2010 RSP EIR. No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to air quality as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: The RSP Final EIR includes mitigation measures to reduce potential air quality and health risk impacts associated with the implementation of the RSP. The following measures from the Final EIR are applicable to the proposed Project.

MM AQ-2. During project construction, construction equipment shall be properly maintained at an offsite location in accordance with manufacturer's specifications; maintenance shall include proper tuning and timing of engines. The equipment maintenance records and equipment design specification data sheets shall be available during construction and subject to inspection.

MM AQ-3. During project construction, the developer shall require all contractors to turn off all construction equipment when not in use or limit idling to less than 5 minutes.

MM AQ-4. Prior to construction of the project, the project proponent shall prepare a Traffic Control Plan and submit it to the City of Rialto. The Plan shall describe in detail safe detours around the project construction site and congested streets. The Plan shall provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The Plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The Plan shall include the scheduling of construction truck trips during non-peak hours to reduce peak hour emissions. The Plan shall include the consolidation of truck deliveries, where feasible. The Plan shall also provide for dedicated turn lanes for movement of construction vehicles onsite and offsite. The Plan shall also provide for proper configuration of construction parking to minimize traffic interference. The Plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones.

MM AQ-5. Contractors shall construct/build with materials that do not require painting and use prepainted construction materials to the extent practicable; and use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency. All paints shall be low VOC content paints. For a list of low volatile organic compound (VOC) paints, see www.aqmd.gov/prdas/brochures/paintguide.html.

MM AQ-6. Prior to issuance of a grading permit, a Construction Employee Trip Reduction Plan shall be created. Included in the Plan shall include a shuttle service to and from retail establishments during lunch hour and/or an onsite lunch service. The Plan shall also include carpooling and/or transit incentives for the construction employees.

MM AQ-7. During project construction, onsite electrical hook ups shall be provided for electric construction tools including saws, drills and compressors, to eliminate the need for diesel powered electric generators.

MM AQ-8. Grading activity shall not occur on days with an Air Quality Index forecast for San Bernardino County greater than 100 for particulates or ozone. The categories where grading shall not occur are:

unhealthy for sensitive groups, unhealthy, very unhealthy, or hazardous. Air Quality Index forecasts can be obtained at the website: www.airnow.gov/index.cfm?action=airnow.showlocal&CityID=211.

MM AQ-9. All diesel-powered off-road construction equipment in excess of 50 brake horsepower shall be required to have emission control equipment with a minimum of Tier II diesel particulate filter emission controls resulting in a minimum of 50 percent particulate matter control, if such a filter is available for that piece of equipment. Off-road diesel emission control equipment meeting this requirement can be found at: www.aqmd.gov/ceqa/handbook/mitigation/offroad/AQ_offroad.html. If CARB adopts more stringent off-road construction equipment control technology for equipment in excess of 50 brake horsepower that is feasible to utilize during the construction of the Project it shall be used.

BIOLOGICAL RESOURCES

Final EIR

Thresholds:

- (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, by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- (b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- (c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- (d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- (e) Conflict with any local policies or ordinances related to protecting biological resources, such as a tree preservation policy or ordinance.
- (f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

<u>Sensitive Plant Communities</u>. The 2010 RSP EIR determined that there were no sensitive status plant communities within the RSP project area.

<u>Sensitive Plant Species</u>. The 2010 RSP EIR identified one sensitive plant species, Mesa horkelia, with a moderate potential to occur within the RSP planning area; however, it was not found during previous surveys.

<u>Sensitive Wildlife Species.</u> The 2010 RSP EIR addressed the Coastal California Gnatcatcher (CAGN), San Bernardino Kangaroo Rat (SBKR), Burrowing Owl, Loggerhead Shrike, Coast (San Diego) Horned Lizard,

Orange-throated whiptail, California Horned Lark, San Diego Black-Tailed Jackrabbit, and Bell's Sage Sparrow. Each area addressed below:

Coastal California Gnatcatcher (CAGN). The 2010 RSP EIR identified both suitable breeding and dispersal habitat for the federally threatened coastal CAGN in portions of the RSP Planning Area (PAs 24, 28, 31, 32, 33, 35, 37, 38, 40-50, 55-57). Mitigation requiring focused surveys within the identified planning areas and the development of avoidance, minimization, and mitigation measures implemented through consultation with the USFWS would reduce potential impacts to less than significant.

San Bernardino Kangaroo Rat (SBKR). The 2010 RSP EIR identified suitable habitat for SBKR in portions of the RSP Planning Area (PAs 19-23, 33-35, 52, 60a, 60c). Mitigation requiring focused surveys within the identified planning areas and the development of avoidance, minimization, and mitigation measures implemented through consultation with the USFWS would reduce potential impacts to less than significant.

Burrowing Owl (BUOW). The 2010 RSP EIR indicated that much of the RSP provides suitable nesting, foraging, and dispersing habitat for BUOW. BUOW was not observed in the area during the 2008 biological surveys; however, surveys in 2006 confirmed the presence of breeding BUOW on the central portion of the RSP Project area. Since BUOW has previously been observed breeding onsite and suitable habitat is present, there is a high probability that BUOW occurs within the RSP. The 2010 RSP EIR specifically identifies PA 2, 22c, 23, 28, 32, 33, 35-57, 60a, 60b, 60c, 64, 69, 70 as having the highest probability of BUOW presences, and Mitigation Measure B-03 was adopted to ensure protection of this species. This measure calls for a survey to be performed prior to construction to determine presence prior to any disturbance. This measure laid out several steps to take in the event that BUOW is determined to be present on a site. The 2010 RSP EIR determined that compliance with the identified mitigation would reduce potential impacts to less than significant.

Loggerhead Shrike and Coast (San Diego) Horned Lizard. The 2010 RSP EIR concluded that the loggerhead shrike and the Coast (San Diego) horned lizard were both found within the RSP Planning Area during the 2008 biological survey as well as the 2005 survey. The Planning Area was determined to have suitable habitat for both of these species and they were both believed to occupy the RPS. The 2010 RSP EIR concluded that the RPS would remove the entire suitable habitats of these species, resulting in permanent adverse impacts to both; however, the EIR concluded that these impacts are considered less than significant due to the species relatively common status in western San Bernardino County. Mitigation would require pre-construction nesting bird surveys if ground disturbing activities and removal of vegetation or other potential nesting habitat occur during the nesting season and protection of any nests would reduce potential impacts to less than significant.

Orange-throated whiptail (Aspidoscelis hyperythra). The 2010 RSP EIR concluded that the RSP Planning Area has suitable habitat for orange-throated whiptail especially within the Riversidean sage scrub (RSS) areas. The 2010 RSP concluded that the species has not been observed within the RSP Planning Area and impacts to orange-throated whiptail are considered less than significant.

California Horned Lark and San Diego Black-Tailed Jackrabbit. The 2010 RSP EIR concluded that the California horned lark and the San Diego black tailed jackrabbit were not found during the 2008 MBA survey (MBA 2008); however, both were present within the RSP during previous site surveys: the

California horned lark was observed during the 2006 biological survey, and the San Diego black tailed jackrabbit was observed during surveys in 2005. The RSP has suitable habitat for both of these species. The biological assessment prepared in 2008 determined that the California horned lark has a moderate potential to occur within the RSP and the San Diego black tailed jackrabbit has a high potential to occur within the RSP (MBA 2008b). The 2010 RSP EIR concluded that impacts to these species habitat on the are considered less than significant due to their relatively common status in western San Bernardino County.

Bell's Sage Sparrow. The 2010 RSP EIR concluded that the Bell's sage sparrow was not found during any of the onsite biological surveys; however, the species was found to be present adjacent to the RSP Planning Area during a 2006 biological survey by PCR. The 2010 RSP EIR determined that this species has a moderate potential to occur in the RSP Planning Area, but concluded that impacts to the species' habitat in the RSP are considered less than significant due to their relatively common status in western San Bernardino County.

<u>Wildlife Corridors</u>. The 2010 RSP EIR showed that the RSP Planning Area is not within a known wildlife corridor, and abuts urbanized areas on all sides. The 2010 RSP EIR concluded that the RSP is not considered a part of a high functioning regional wildlife corridor because it is not connected to likely species habitat, has not been documented as an important wildlife corridor, and is disturbed in most areas. The 2010 RSP EIR concluded that the RSP would have a less than significant impact on the regional movement of wildlife.

<u>Nesting Birds</u>. The 2010 RSP EIR noted that birds and their nests are protected under the MBTA and CDFG codes and that the RSP Planning Areas contain areas that are assumed to contain nests. Mitigation would require pre-construction nesting bird surveys if ground disturbing activities and removal of vegetation or other potential nesting habitat occur during the nesting season and protection of any nests would reduce potential impacts to less than significant.

<u>Jurisdictional Water Resources</u>. The 2010 RSP EIR concluded that jurisdictional waters are absent in the RSP and no impacts will occur to wetlands or riparian areas as a result of the RSP.

Proposed Project

The Project site comprises 13.22 acres of undeveloped land within Planning Area 1 of the larger RSP area. The Project site is undeveloped and categorized as disturbed/ruderal on Exhibit 4.4-1 Plant Communities as provided in the 2010 RSP EIR. The Project site is not in the "Recommended Focused Survey Areas" for California Gnatcatcher, San Bernardino Kangaroo Rat, or Burrowing Owl. The April 20, 2021 site survey did not reveal presence of any special status communities, plants, or wildlife, or nesting birds, wildlife corridors, or jurisdictional waters. Thus, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to biological resources as a result of the proposed Project.

<u>Sensitive Plant Communities</u>. It is noted that the Project site is categorized as disturbed/ruderal. The Project site was surveyed on April 20, 2021 and sensitive plant communities were not present.

<u>Sensitive Plant Species</u>. The 2010 RSP EIR identified one sensitive plant species, mesa horkelia, with a moderate potential to occur within the RSP planning area; however, it was not found during previous surveys. The Project site was surveyed on April 20, 2021 and this species was not present.

<u>Sensitive Wildlife Species.</u> As noted above, the 2010 RSP EIR addressed the Coastal California Gnatcatcher (CAGN), San Bernardino Kangaroo Rat (SBKR), Burrowing Owl, Loggerhead Shrike, Coast (San Diego)

Horned Lizard, Orange-throated whiptail, California Horned Lark, San Diego Black-Tailed Jackrabbit, and Bell's Sage Sparrow. Each area addressed below:

Coastal California Gnatcatcher (CAGN). The 2010 RSP EIR identified both suitable breeding and dispersal habitat for the federally threatened coastal CAGN in portions of the RSP Planning Area (PAs 24, 28, 31, 32, 33, 35, 37, 38, 40-50, 55-57). The proposed Project is within PA 1, which is not identified as suitable habitat in the 2010 RSP EIR, nor was it determined to be suitable during the April 2021 site survey. Mitigation Measure B-01 is not applicable to the proposed Project because it is specifically designed for the projects with suitable habitat within the RSP as defined by Exhibit 4.4-2a of the 2010 RSP EIR.

San Bernardino Kangaroo Rat (SBKR). The 2010 RSP EIR identified suitable habitat for SBKR in portions of the RSP Planning Area (PAs 19-23, 33-35, 52, 60a, 60c). The proposed Project is within PA 1, which is not identified as suitable habitat in the 2010 RSP EIR, nor was it determined to be suitable during the April 2021 site survey. Mitigation Measure B-02 is not applicable to the proposed Project because it is specifically designed for the projects with suitable habitat within the RSP as defined by Exhibit 4.4-2b of the 2010 RSP EIR.

Burrowing Owl (BUOW). The 2010 RSP EIR indicated that much of the RSP provides suitable nesting, foraging, and dispersing habitat for BUOW. The 2010 RSP EIR specifically identifies PA 2, 22c, 23, 28, 32, 33, 35-57, 60a, 60b, 60c, 64, 69, 70 as having the highest probability of BUOW presences, and Mitigation Measure B-03 was adopted to ensure protection of this species. This measure calls for a survey to be performed prior to construction to determine presence prior to any disturbance. This measure laid out several steps to take in the event that BUOW is determined to be present on a site. The proposed Project is within PA 1, which is not identified as high probability of presence in the 2010 RSP EIR, nor did the April 2021 site survey reveal presence of this species. However, 2010 RSP EIR Mitigation Measure B-03 remains applicable to the proposed Project because BUOW is highly adaptable and mobile and may establish presence in the future before construction commences. With implementation of 2010 RSP EIR Mitigation Measure B-03, potential impacts to BUOW would remain less than significant.

Loggerhead Shrike and Coast (San Diego) Horned Lizard. The Planning Area was determined to have suitable habitat for both of these species and they were both believed to occupy the RPS. The 2010 RSP EIR concluded that the RPS would remove the entire suitable habitats of these species, resulting in permanent adverse impacts to both; however, the EIR concluded that these impacts are considered less than significant due to the species relatively common status in western San Bernardino County. 2010 RSP EIR Mitigation Measure B-04 remains applicable to the proposed Project because nesting birds would be required to be protected from disturbance before construction commences. With implementation of 2010 RSP EIR Mitigation Measure B-04, potential impacts to nesting birds would be less than significant.

Orange-throated whiptail (Aspidoscelis hyperythra). The 2010 RSP concluded that the species has not been observed within the RSP Planning Area and impacts to orange-throated whiptail are considered less than significant. It is noted that the Project site does not contain the RSS habitat, instead it is categorized as disturbed/ruderal, which provides low, if any, habitat quality for this species.

California Horned Lark and San Diego Black-Tailed Jackrabbit. The 2010 RSP EIR concluded that impacts to these species' habitats are considered less than significant due to their relatively common status in

western San Bernardino County. It is noted that the Project site is categorized as disturbed/ruderal, which provides low, if any, habitat quality for these species.

Bell's Sage Sparrow. The 2010 RSP EIR determined that this species has a moderate potential to occur in the RSP Planning Area, but concluded that impacts to the species' habitat in the RSP are considered less than significant due to their relatively common status in western San Bernardino County. It is noted that the Project site is categorized as disturbed/ruderal, which provides low, if any, habitat quality for these species.

<u>Wildlife Corridors</u>. The 2010 RSP EIR concluded that the RSP is not considered a part of a high functioning regional wildlife corridor because it is not connected to likely species habitat, has not been documented as an important wildlife corridor, and is disturbed in most areas. The 2010 RSP EIR concluded that the RSP would have a less than significant impact on the regional movement of wildlife. The Project site is relatively disconnected due to surrounding development and the SR-210 freeway to the south and would not serve as a wildlife corridor. Impacts would remain less than significant.

<u>Nesting Birds</u>. The 2010 RSP EIR noted that birds and their nests are protected under the MBTA and CDFG codes and that the RSP Planning Areas contain areas that are assumed to contain nests. The Project site was surveyed on April 20, 2021 and nesting birds were not present. However, as stated, 2010 RSP EIR Mitigation Measure B-04 remains applicable to Project to protect the potential of nesting birds. With implementation of 2010 RSP EIR Mitigation Measure B-04, potential impacts to nesting birds associated with the proposed Project would be less than significant.

<u>Jurisdictional Water Resources</u>. The 2010 RSP EIR concluded that jurisdictional waters are absent in the RSP and no impacts would occur to wetlands or riparian areas as a result of the RSP Project. The Project site was surveyed on April 20, 2021 and jurisdictional waters were not present. Thus, no impacts to wetlands or riparian areas would occur with implementation of the proposed Project.

With implementation of 2010 RSP EIR Mitigation Measures B-3 and B-4, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to biological resources as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: The RSP Final EIR includes mitigation measures to reduce potential impacts to biological resources associated with the implementation of the RSP. The following measures from the Final EIR are applicable to the proposed Project.

MM B-3. Portions of the project site have been determined to contain suitable habitat for Burrowing Owl (BUOW), as illustrated in Exhibit 4.4-2c of this DEIR (PAs 2, 22c, 23, 28, 32, 33, 35-57, 60a, 60b, 60c, 64, 69, 70 as appropriate). Prior to development of these areas, focused surveys must be undertaken to determine the presence/absence of this species. Surveys shall follow protocols established by the California Department of Fish and Game (CDFG). If the ground disturbance commences after the expiration of the most recent BUOW focused survey, a pre-construction survey for BUOW will be required 30 days before the start of grading activities to confirm the absence of BUOW from the site. If the survey determines the BUOW to be present, protective measures shall be required to ensure compliance with the Migratory Bird Treaty Act (MBTA) and other applicable California Fish and Game Code requirements and include, but are not limited to the following:

- Occupied BUOW shall not be disturbed during nesting season (February 1-August 31) unless a
 qualified biologist verifies through non-invasive methods that either 1) the birds have not begun
 egg-laying or incubation or 2) that juveniles from the occupied burrows are foraging
 Independently and are capable of an independent survival flight. All relocation shall be approved
 by the CDFG. The permitted biologist shall monitor relocated owls a minimum of three days per
 week of a minimum of three weeks. A report summarizing the results of the relocation and
 monitoring shall be submitted to the CDFG within 30 days following completion of the relocation
 and monitoring of the BUOW.
- A BUOW Mitigation Monitoring Plan prepared by a qualified biologist shall be submitted to the CDFG for review and approval prior to relocation of owls. The BUOW Mitigation Monitoring Plan shall describe proposed relocation and monitoring plans. The plan shall include the number and location(s) of occupied BOUW sites and details on adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation of artificial burrows (numbers, locations, and type of burrows) shall be included in the plan. The plan shall also describe specific procedures for the proposed mitigation to compensate for impacts to BUOW/occupied burrows. Such procedures may include, but are not limited to, the purchase/conservation of offsite suitable habitat that is known to support BUOW at a minimum 1:1 ratio depending on the quality of habitat removed compared to the quality of habitat provided. Specific ratios will be determined in consultation with CDFG. Prior to the issuance of occupancy permits, the developer shall provide copies of applicable species mitigation agreements/permits to the City.
- If BUOW must be moved away from the disturbance area, passive relocation techniques shall be used. One or more weeks will be necessary to accomplish this relocation and allow the owls to acclimate to alternative burrows. Owls must be relocated by a qualified biologist from any occupied burrows that will be impacted by project activities. Suitable habitat is undeveloped land that can meet the BUOW's life cycle requirements (for both foraging and breeding) and is not intended for development. Suitable habitat must be adjacent or near the disturbance site or artificial burrows will need to be provided nearby. Once the biologist has confirmed that the BUOWs have left the burrow, burrows should be excavated using hand tools and refilled to prevent reoccupation.

MM B-4. Due to the size of the project site, the complexity of the habitat, and the secretive nesting grassland bird species that may be present (including the California horned lark and western meadowlark), the initial clearing and grubbing of the site should occur outside of the nesting season (March through August). If ground disturbing activities and removal of vegetation or other potential nesting habitat must occur during the nesting period, a pre-construction nesting bird survey shall be conducted prior to any ground disturbing activities. If birds are found to be nesting inside or within 250 feet (500 feet for raptors) of the impact area, construction will need to be postponed, at the discretion of a qualified biologist, until it is determined that the nests are no longer active.

CULTURAL AND TRIBAL CULTURAL RESOURCES

Final EIR

Thresholds:

- (a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
- (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- (c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.
- (d) Disturb any human remains, including those interred outside formal cemeteries.

The 2010 RSP EIR determined development within the RSP area could impact significant cultural resources during construction. Archaeological and historical resources that were identified or not identified during field survey could be inadvertently unearthed or otherwise damaged during any planned ground-disturbing activities, which could result in damage to significant historical resources. To determine significance of the individual sites, the 2010 RSP EIR concluded that significance evaluations must take place on such sites should planning show they will be impacted. Further, all construction-related impacts of soil in the southern portion of the Specific Plan must be monitored. With implementation of mitigation measures, including site-specific cultural resources assessment within specific RSP Planning Areas, the 2010 RSP EIR determined that potential project and cumulative project impacts to historic and archaeological resources would be less than significant.

The paleontological review found that the RSP Project area is located primarily upon Quaternary younger fan deposits of Holocene or historically recent age. This Holocene alluvium has low potential for significant fossil deposits and is thereby assigned low paleontological sensitivity. However, these Holocene sediments may overlie earlier deposits that are also present in portions of the RSP Project area near the eastern boundary. These deposits have been mapped alternatively as either middle to later Pleistocene fan deposits or middle to later Pleistocene eolian dune sands, and has assigned the deposits an undetermined paleontological sensitivity. The 2010 RSP EIR determined that with implementation of mitigation regarding potential paleontological resources within specific RSP Planning Areas, project and cumulative project impacts would be less than significant.

The 2010 RSP EIR concluded the RSP Project area is not within a known or suspected cemetery and there are no known human remains within the Project area. In the event human remains were discovered, state law relating to the discovery of human remains would provide guidance. Therefore, the impact of the RSP Project to human remains was determined to be less than significant.

Proposed Project

In December 2018, the Natural Resources Agency revised Appendix G of the State CEQA Guidelines to include a checklist item relating to a project's impacts on Tribal Cultural Resources. In particular, Appendix G of the State CEQA Guidelines now includes a checklist item that provides:

XVIII. Tribal Cultural Resources.

- (a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, [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:
 - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
 - 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The City certified the RSP Final EIR in 2010, several years before the above checklist item was added to the State CEQA Guidelines. California courts have held that where a new guideline or threshold is adopted after the certification of an EIR, an Addendum to the EIR need not include additional environmental analysis relating to that guideline or threshold where the potential environmental impact at issue in the new guideline or threshold was known or could have been known at the time the EIR was certified. (See Citizens Against Airport Pollution v. City of San Jose (2014) 227 Cal.App.4th 788, 806 [even though State CEQA Guidelines were amended on March 18, 2010 to address greenhouse gas emissions, lead agency's 2010 Addendum to a 1997 EIR did not require analysis of greenhouse gas emissions because "information about the potential environmental impact of greenhouse gas emissions was known or could have been know at the time the 1997 EIR and the 2003 SEIR for the [project] were certified"]; Concerned Dublin Citizens v. City of Dublin (2013) 214 Cal.App.4th 1301, 1319-1320 ["the adoption of guidelines for analyzing and evaluating the significance of data does not constitute new information if the underlying information was otherwise known or should have been known at the time the EIR was certified"]; see also Citizens for Responsible Equitable Environmental Development v. City of San Diego (2011) 196 Cal.App.4th 515, 532.)

Here, the impacts at issue in the above-referenced threshold (e.g., impacts relating to Tribal Cultural Resources) were known or could have been known when the RSP Final EIR was certified in 2010. The RSP Final EIR discusses the RSP's impacts on Tribal Cultural Resources, albeit in the context of the Cultural Resources section of the RSP Draft EIR. (See, e.g., Draft EIR, pp. 4.5-1 through 4.5-16 [discussing cultural resources and finding that with implementation of mitigation measures "impacts of the project on cultural resources are considered less than significant"]). Because potential impacts relating to Tribal Cultural Resources were known or could have been known when the RSP Final EIR was certified in 2010, California law does not require these impacts to be analyzed in this Addendum.

According to 2010 RSP EIR Table 4.5-2, no resources are known to be located within RSP Planning Area 1 in which the proposed Project site is located. Further, the Project site is not located within the southern portion of the RSP Planning Area, south of Walnut Street, identified as an area where monitoring of

development-related excavation would be required during all construction-related ground disturbances. Thus, potential impacts to cultural resources associated with development of the Project site were not identified and 2020 RSP EIR Mitigation Measures CR-1, CR-2, CR-3, CR-4, and CR-4 would not be applicable to the proposed Project.

A Cultural Resources Survey was prepared by Anza Resource Consultants (May 2021) to confirm the potential for the Project site to contain cultural resources; refer to <u>Appendix C</u>, <u>Cultural Resources Survey</u>.

Records Search

The Cultural Resources Survey included a records search of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. The search was requested to identify previous cultural resources studies and previously recorded cultural resources within a 0.5-mile radius of the Project site. The CHRIS search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. The records search also included a review of all available historic USGS 7.5-, 15-, and 30-minute quadrangle maps. The SCCIC records search identified 12 cultural resources studies that were conducted within a 0.5-mile radius of the Project site; two of the studies included the Project site.

The "Phase I Cultural Resource Assessment and Paleontological Records Review Renaissance Specific Plan Project, Rialto, San Bernardino County, California," was prepared in 2006, which included the entire Project site within a 1,510-acre study area. This study included a pedestrian survey of the Project site to current professional standards. No cultural resources were identified within the current Project site and the study found the Project site to possess low archaeological sensitivity for prehistoric and historic archaeological resources. Although the study recommended archaeological monitoring and paleontological resources survey for other portions of the 1,510-acre study area, no additional measures were recommended for the current Project site.

Five cultural resources were previously recorded within 0.5 mile of the Project site; none of these resources is within or adjacent to the Project site. All five resources are historic; no prehistoric or Native American resources were identified.

A review of the Sacred Lands File (SLF) was conducted by the Native American Heritage Commission (NAHC) on April 9, 2021. The NAHC sent a response on May 23, 2020, stating that a search of the SLF was completed with positive results (i.e., sacred lands or resources important to Native Americans are recorded within the vicinity of the Project site.

On May 16, 2020, letters were mailed to 13 Native American contacts describing the Project and asking if they had knowledge regarding cultural resources of Native American origin within or near the Project site. The Agua Caliente Band of Cahuilla Indians responded in a letter stating that "a records check of the Tribal Historic preservation office's cultural registry revealed that this Project is not located within the Tribe's Traditional Use Area" and they defer to other tribes. The Quechan Indian Tribe responded stating they have no comments regarding the project and defer to local tribes. The Gabrieleno Band of Mission Indians – Kizh Nation responded in a letter stating that the project location is within their Ancestral Tribal Territory and requested consultation with the Lead Agency; however, no additional information was provided

regarding the potential for tribal cultural resources. The San Manuel Band of Mission Indians (SMBMI) responded stating that the proposed Project area is within Serrano ancestral territory and is of interest to SMBMI. The tribe requested a more detailed map to determine how the tribe will move forward. The tribe was provided with information regarding the location of the Project site; no additional response was received.

A paleontological resources records search was conducted for the Project site by the Western Science Center and indicated the geologic units underlying the Project area are mapped entirely as alluvial fan deposits dating to the Holocene. Because of the young age of the deposits, the presence of any fossil material is unlikely. The Western Science Center does not have localities within the Project area or within a one-mile radius and indicated that excavation activity associated with the development of the Project area is unlikely to be paleontologically sensitive, but caution during development should be observed.

Field Survey

The Project site was bare but possessed evidence of disturbance associated with geotechnical testing. Ground visibility during the survey was fair to good (approximately 70 percent), with some bare portions exhibiting 100 percent ground visibility. Other portions of the site were obscured by non-native grasses and weeds at the east end, and more native plants associated with sage scrub at the west end. Modern trash was observed throughout, including construction dumping such as concrete and other building materials. Evidence of underground utilities was observed, and large steel power poles line the north edge of the Project site. Some modern cow or horse bone was observed, and a large advertising billboard is present on the central southern edge of the site. The survey was negative; no archaeological, historic built environment, paleontological, or tribal cultural resources were observed within the Project site.

Modern developments are visible across streets to the north and east of the Project site. A drainage ditch and SR-210 are adjacent to the south. Vacant land is to the west. No historic period buildings were observed in the vicinity of the Project site.

Findings

Based on the above, the archaeological sensitivity of the Project site is considered low. The paleontological resources records search results stated that the Project has a low potential to uncover fossils. The Cultural Resources Survey concludes a finding of no impacts to historical, archaeological, or paleontological resources under CEQA. No further cultural or paleontological resources study is recommended; however, the following standard conditions of approval would be implemented in the event unanticipated discovery of cultural resources occurs during Project related ground disturbing activities.

- If cultural resources or tribal cultural resources are encountered during ground-disturbing
 activities, work in the immediate area must halt and an archaeologist meeting the Secretary of
 the Interior's Historic Preservation Professional Qualification Standards for archaeology (National
 Park Service 1997) must be contacted immediately to evaluate the find. If the discovery proves to
 be significant under CEQA, additional work such as data recovery excavation may be warranted.
- The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an

unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant. The Most Likely Descendant shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to cultural resources as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No mitigation measures identified in the 2010 RSP EIR are applicable to the proposed Project.

ENERGY

Final EIR

The Final EIR does not include a stand-alone Energy analysis section.

Proposed Project

In December 2018, the Natural Resources Agency revised Appendix G of the State CEQA Guidelines to include a checklist item relating to a project's impacts relating to Energy. In particular, Appendix G of the State CEQA Guidelines now includes a checklist item that provides:

- VI. 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?
 - (b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The City certified the RSP Final EIR in 2010, several years before the above checklist item was added to the State CEQA Guidelines. As further discussed in the Cultural and Tribal Cultural Resources section, above, California courts have held that where a new guideline or threshold is adopted after the certification of an EIR, an Addendum to the EIR need not include additional environmental analysis relating to that guideline or threshold where the potential environmental impact at issue in the new guideline or threshold was known or could have been known at the time the EIR was certified. (See *Citizens Against Airport Pollution, supra,* 227 Cal.App.4th at p. 806; *Concerned Dublin Citizens, supra,* 214 Cal.App.4th at pp. 1319-1320; *Citizens for Responsible Equitable Environmental Development, supra,* 196 Cal.App.4th at p. 532.)

The City certified the RSP Final EIR in 2010, several years before the above checklist item was added to the State CEQA Guidelines. California courts have held that where a new guideline or threshold is adopted after the certification of an EIR, an Addendum to the EIR need not include additional environmental analysis relating to that guideline or threshold where the potential environmental impact at issue in the new guideline or threshold was known or could have been known at the time the EIR was certified. (See Citizens Against Airport Pollution v. City of San Jose (2014) 227 Cal.App.4th 788, 806 [even though State CEQA Guidelines were amended on March 18, 2010 to address greenhouse gas emissions, lead agency's 2010 Addendum to a 1997 EIR did not require analysis of greenhouse gas emissions because "information"

about the potential environmental impact of greenhouse gas emissions was known or could have been know at the time the 1997 EIR and the 2003 SEIR for the [project] were certified"]; Concerned Dublin Citizens v. City of Dublin (2013) 214 Cal.App.4th 1301, 1319-1320 ["the adoption of guidelines for analyzing and evaluating the significance of data does not constitute new information if the underlying information was otherwise known or should have been known at the time the EIR was certified"]; see also Citizens for Responsible Equitable Environmental Development v. City of San Diego (2011) 196 Cal.App.4th 515, 532.)

Here, the impacts at issue in the above-referenced threshold (e.g., the potential environmental impacts of energy inefficiency) were known or could have been known when the RSP Final EIR was certified in 2010. The RSP Final EIR discusses the use of non-renewable energy resources and energy efficiency. (See Draft EIR, pp. 4.12-16 [referencing RSP's provisions and landscape guidelines "designed to minimize water and energy consumption" and the RSP's consistency with Regional Transportation Plan Goals that promote energy efficiency]; 4.16-19 [referencing the RSP contains guidance for the provision of utility infrastructure, including requirements relating to water conservation, energy conservation, and other measures]; 4.17-29 through 4.17-50 [which discusses the amount of energy and associated greenhouse gas emissions that would occur with implementation of the RSP and energy efficiency measures that would be implemented in the RSP, including project design features and mitigation measures].) Because the potential energy-related impacts at issue in the above checklist item were known or could have been known when the RSP Final EIR was certified in 2010, and because the RSP Final EIR did not include the Energy environmental factor in its checklist, California law does not require these impacts to be analyzed in this Addendum.

Although not required, an assessment of the proposed Project's energy use was prepared to determine if the proposed Project would be considered "wasteful, inefficient and unnecessary" or if the Project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The following discussion provides calculated levels of energy use expected for the proposed Project, based on commonly used modelling software (i.e. CalEEMod v.2016.3.2 and the California Air Resource Board's EMFAC2017); refer to <u>Appendix A</u>. It should be noted that many of the assumptions provided by CalEEMod are conservative relative to the Project; thus, this discussion provides a conservative estimate of proposed Project emissions.

Electricity and Natural Gas

Electricity and natural gas used by the Project would be used primarily to power on-site buildings. Total annual natural gas (kBTU) and electricity (kWh) usage associated with the operation of the Project are shown in <u>Table EN-1</u>, <u>Project Operational Natural Gas and Electricity Usage</u>.

Table EN-1
Project Operational Natural Gas and Electricity Usage

Emissions	Project Annual Consumption	Los Angeles County Annual Consumption	Percent Increase
Natural Gas Consumption (therms)	777	2,921,000,000	0.00003%
Electricity Consumption (MWh/year)	360	68,486,000	0.0005%
C		Electricity Community	h. Carrette National Can

Sources: CalEEMod version 2016.3.2; California Energy Commission, Electricity Consumption by County; Natural Gas Consumption by County.

CalEEMod uses the California Commercial End Use Survey (CEUS) database to develop energy intensity values for non-residential buildings. As shown in <u>Table EN-1</u>, Project operational natural gas usage would be a 0.00003 percent increase above the County's typical annual electricity consumption, and an approximate 0.0005 percent increase above the county's typical natural gas consumption. These increases are minimal in the context of the County as a whole.

On-Road Vehicles (Operation)

The Project would generate vehicle trips during its operational phase. In order to calculate operational on-road vehicle energy usage and emissions, default trip lengths generated by CalEEMod (version 2016.3.2) were used, which are based on the Project location and urbanization level parameters selected within CalEEMod; refer to Appendix A. Based on fleet mix data provided by CalEEMod and Year 2020 gasoline and diesel miles per gallon (MPG) factors for individual vehicle classes as provided by EMFAC2017, a weighted MPG factor for operational on-road vehicles of approximately 24.9 MPG for gasoline vehicles was derived. Based on 24.9 MPG and 14,107 Average Daily VMT, the Project would generate vehicle trips that would use approximately 568 gallons of gasoline per day or 207,339 gallons of gasoline per year.

On-Road Vehicles (Construction)

The Project would also generate on-road vehicle trips during Project construction (from construction workers and vendors). Estimates of vehicle fuel consumed were derived based on the assumed construction schedule, vehicle trip lengths and number of workers per construction phase as provided by CalEEMod, and Year 2021 gasoline MPG factors provided by EMFAC2017. It was assumed that all vehicles would use gasoline as a fuel source (as opposed to diesel fuel or alternative sources). Table EN-2, On-Road Mobile Fuel Generated by Project Construction Activities — By Phase, describes gasoline and diesel fuel used by on-road mobile sources during each phase of the construction schedule. As shown, the majority of on-road mobile vehicle fuel used during the construction of the Project would occur during the building construction phase.

September 2021 51 Final

⁵ Estimated VMT is generated from CalEEMod based upon the number of Project trips and an average trip length. CalEEMod average trip lengths are used since the Project satisfies the City's SB 743 Implementation Guidance criteria for VMT screening and a detailed VMT analysis is not required.

Table EN-2
On-Road Mobile Fuel Generated by Project Construction Activities – By Phase

Construction Phase	# of Days	Total Daily Worker Trips ¹	Total Daily Vendor Trips ¹	Total Hauler Trips ¹	Gallons of Gasoline Fuel ²	Gallons of Diesel Fuel ²
Site Preparation	5	5	0	0	18	0
Grading	38	28	0	0	781	0
Building Construction	76	236	92	0	13,162	8,834
Paving	31	13	0	0	296	0
Total					14,257	8,834

Sources: CalEEMod Version 2016.3.2; EMFAC2017.

Notes:

- 1. Provided by CalEEMod.
- 2. Refer to Appendix A for further detail.

Off-Road Vehicles (Construction)

Off-road construction vehicles would use diesel fuel during the construction phase of the Project. Off-road construction vehicles expected to be used during the construction phase of the Project include, but are not limited to, cranes, forklifts, generator sets, tractors, excavators, and dozers. Based on the total amount of CO₂ emissions expected to be generated by the proposed Project (as provided by the CalEEMod output), and a CO₂ to diesel fuel conversion factor (provided by the U.S. Energy Information Administration), the Project would use up to approximately 13,566 gallons of diesel fuel for off-road construction vehicles during the site preparation and grading phases of the Project; refer to Appendix A for detailed calculations.

Summary

The proposed Project would use energy resources for the operation of the on-site buildings (e.g., electricity and natural gas), for on-road vehicle trips (e.g. gasoline and diesel fuel) generated by the Project (both during project construction and operation), and from off-road construction activities associated with the Project (e.g. diesel fuel). Each of these activities would require the use of energy resources. The Project would be responsible for conserving energy, to the extent feasible, and would be required to comply with Statewide and local measures regarding energy conservation, such as Title 24 building efficiency standards.

The proposed Project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. For example, Southern California Edison (SCE) is responsible for the mix of energy resources used to provide electricity for its customers, and it is in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g. solar and wind) within its energy portfolio. SCE has achieved at least a 33 percent mix of renewable energy resources, and will be required to achieve a renewable mix of at least 50 percent by 2030. Additionally, energy-saving regulations, including the latest State Title 24 building energy efficiency standards ("part 6"), would be applicable to the proposed Project. Other statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the

Pavley Bill and the Low Carbon Fuel Standard) are improving vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

As a result, the Project would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the Project including construction, operations, maintenance, and/or removal. Both SCE, the electricity provider to the site, and Southern California Gas, the natural gas provider to the site, maintain sufficient capacity to serve the proposed Project. The Project would be required to comply with all existing energy efficiency standards, and would not result in significant adverse impacts on energy resources. Therefore, the proposed Project would not result in a wasteful, inefficient, or unnecessary of energy resources during Project construction or operation, nor conflict with any state or local plan for renewable energy of energy efficiency.

GEOLOGY AND SOILS

Final EIR

Thresholds:

- (a) Expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving.: (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (ii) Strong seismic ground shaking. (iii) Seismic-related ground failure, including liquefaction. (iv) Landslides.
- (b) Result in substantial soil erosion or the loss of topsoil.
- (c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- (d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
- (e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water.

According to the 2010 RSP EIR, the RSP Project area is not located in a designated Alquist-Priolo Fault Zone and active faults are not known to traverse the area. The Project area would be subject to strong seismic ground shaking. The Project area is not located within an area identified as being susceptible to liquefaction. Therefore, impacts associated with liquefaction were determined to be less than significant. The potential for seismic settlement within the Project area was determined to be low and impacts were identified as less than significant. Impacts related to landslides and naturally-occurring slope instability was considered a less than significant impact based upon the topography of the area. Due to the depth of groundwater, the potential for lateral spreading was identified as low and impacts were determined to be less than significant. The potential for a seismic event to create a tsunami or sea wave was determined to be less than significant, as the RSP Project area was not within an inundation area of a dammed reservoir and not in a coastal area with the potential to experience a tsunami. Development within the

RSP area would connect to the municipal sewer system; therefore, impacts from septic systems or alternative sewage systems were determined not to be applicable.

The 2010 RSP EIR determined the potential for expansive soils and regional subsidence to be low; however, the analysis determined impacts to the Project area related to compressible soils, corrosive soils, soil erosion, and oversized materials are potentially significant. With the implementation of mitigation measures, including design-level geotechnical reports that address such factors as slope stability, compressible soils, corrosive soils, engineering and construction of inhabited structures, and seismic design requirements, amongst others, the 2010 RSP EIR determined project and cumulative project impacts would be less than significant.

Proposed Project

The Project site comprises 13.22 acres of undeveloped land within Planning Area 1 of the larger RSP area. As noted in the 2010 RSP EIR, the RSP Planning Area, including the Project site, would be subject to strong seismic ground shaking. However, the Project site is not located within an Alquist-Priolo Fault Zone, nor is it located within an area delineated as having the potential for liquefaction or landslides. Rialto Municipal Code Chapter 15.08, Administrative and General, adopts the 2019 California Building Code (CBC), with modifications, by reference. All structures within the City are required to be designed in conformance with seismic design requirements. The CBC provides for seismic design taking into consideration on-site soil conditions, occupancy, and the configuration of the proposed structure. Development of the Rialto Travel Center would be required to comply with 2010 RSP EIR Mitigation Measures GS-1 through GS-3, which requires, in part, the preparation and implementation of design-level geotechnical reports in compliance with the CBC. Implementation of Mitigation Measures GS-1 through GS-3 would reduce potential impacts associated with strong seismic ground shaking to a less than significant level.

The 2010 RSP EIR identified potential impacts associated with manufactured slopes if not properly engineered and constructed. Slope failure can occur on temporary slopes formed during excavation activities associated with utility lines, trenches, etc. Additionally, the analysis determined impacts to the RSP area related to compressible soils, corrosive soils, soil erosion, and oversized materials would be potentially significant. In addition to 2010 RSP EIR Mitigation Measures GS-1 through GS-3 to address seismic-related impacts, the proposed Project would be required to comply with 2010 RSP EIR Mitigation Measures GS-4 through GS-6 regarding temporary slopes, erosion, and the potential for oversized materials to be located within the Project site.

The Project would connect to the existing wastewater (sewer) system and would not utilize septic tanks or alternative wastewater disposal systems. No impact would occur in this regard.

With implementation of 2010 RSP EIR Mitigation Measures GS-1 through GS-6, potential impacts of the proposed Project associated with geology and soils would be reduced to a less than significant level. Thus, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to geology and soils as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: The RSP Final EIR includes mitigation measures to reduce potential geology and soils impacts associated with the implementation of the RSP. The following measures from the Final EIR are applicable to the proposed Project.

MM GS-1. Prior to the issuance of grading permits for each planning area of the project, the project applicant or its designee shall provide design-level geotechnical reports for those areas. These reports shall consider, but shall not necessarily be limited to, such factors as manufactured slope stability (if applicable), compressible soils, corrosive soils, and the engineering and construction of occupied or inhabited structures. The findings and recommendations contained in these reports shall be implemented. As necessary, the City may require additional studies and/or engineering protocols to meet its requirements. This measure shall be implemented to the satisfaction of the City Development Services Director.

MM GS-2. Prior to the issuance of building permits for each planning area of the project, the project applicant or its designee shall demonstrate that all occupied or inhabited structures will be able to Withstand a horizontal seismic acceleration of 0.96g. Specific design-level geotechnical reports shall be prepared by a State of California Certified Engineering Geologist for planning areas within the Specific Plan to determine that structures within those areas meet required design criteria. This measure shall be implemented to the satisfaction of the City Development Services Director.

MM GS-3. Prior to the issuance of building permits for each planning area, the project applicant or its designee shall demonstrate that all occupied or inhabited structures will be constructed to the standards outlined in the Uniform Building Code, the California Building Code, the design-level geotechnical reports, and/or other such standard as identified and required by the City. This measure shall be implemented to the satisfaction of the City Development Services Director.

MM GS-4. During construction and excavation activities on the project site, all temporary slopes (i.e., excavations and trenching) shall be adequately shored and/or flattened to a shallower gradient to lessen the possibility of failure. All Cal-OSHA regulations shall be implemented for excavations that will be entered by people. All excavations will be open only as long as is necessary and shall be backfilled immediately upon completion of work. This measure shall be implemented to the satisfaction of the City Development Services Director.

MM GS-5. Prior to the issuance of grading permits, the project applicant or its designee shall present an Erosion Control Plan (ECP) designed to lessen the impacts of erosion during construction. This plan shall comply with all applicable grading codes and water quality protection protocols. This plan shall be implemented during site construction. This measure shall be implemented to the satisfaction of the City Development Services Director.

MM GS-6. During grading and development of the project site, all oversized material (larger than 12 inches in largest dimension) shall be handled as recommended in the project geotechnical reports. This material may be placed in deeper fills, nonstructural areas, or disposed of offsite. This measure shall be implemented to the satisfaction of the City Development Services Director.

GREENHOUSE GAS EMISSIONS (CLIMATE CHANGE)

Final EIR

Threshold: Be inconsistent with AB 32's GHG reduction goal by failing to reduce GHG emissions by at

least 28 percent below an ARB 2020 No Action Taken ("NAT") scenario.

The 2010 RSP EIR calculated GHG emissions from the proposed RSP Project associated with vegetation removal and construction activities and annual emissions associated with residential and non-residential energy use, residential mobile emissions, warehouse trucks, municipal emissions, area emissions, and the use of refrigerants. The proposed RSP Project would comply with AB 32's GHG reduction target. However, despite the fact that the proposed RSP Project would meet AB 32's GHG emissions reduction goal, it cannot do so without the actions of multiple third parties, including but not limited to ARB, EPA, and local air districts, who must adopt and fully implement GHG reduction requirements applicable to numerous other economic sectors. The City of Rialto lacks the authority to compel these third-party agencies to engage in these activities. Pursuant to CEQA Guidelines Section 15091(a)(2), lead agencies may not rely upon mitigation that is within the responsibility or jurisdiction of another public agency. Thus, based upon an abundance of caution and despite the lack of formal criteria for determining the level of significance of a project's contribution to climate change at this time, the 2010 RSP EIR concludes that GHG emissions from RSP construction and operation would be cumulatively considerable, because third party action would be required to allow the RSP Project to fully achieve AB 32's emission reduction requirements. Impacts were determined to be significant and unavoidable.

Proposed Project

The following analysis evaluates greenhouse gas emissions (GHG) impacts associated with the proposed Project relative to impacts identified in the 2010 RSP EIR⁶; refer to Appendix A, Air Quality, Energy, and Greenhouse Gas Emissions Data. For purposes of the GHG analysis, the assessment evaluates impacts associated with the proposed Project relative to thresholds of the 2010 RSP EIR and the most current version of the CEQA Guidelines Appendix G checklist.

Construction and Operational GHG Emissions

The proposed Project would generate GHGs during the construction and operational phases of the Project. The Project's primary source of construction-related GHGs would result from emissions of CO₂ associated with Project construction and worker vehicle trips; refer to <u>Table GHG-1</u>, <u>Construction GHG Emissions (Metric Tons/Year)</u>. Additionally, the Project would require limited grading, and would also include site preparation, building construction, and architectural coating phases.

Table GHG-1
Construction GHG Emissions (Metric Tons/Year)

Year	Bio-CO ₂	NBio-CO ₂	Total CO₂	CH ₄	N₂O	CO₂e
2021	0	455.2	455.2	0.1	0	457.2
Maximum 0 455.2 455.2 0.1 0 457.2						
Source: CalEEMod version 2016.3.2						

⁶ Greenhouse gas emissions are addressed under the heading of "Climate Change" in the 2010 RSP EIR.

As shown in <u>Table GHG-1</u>, Project construction-related activities would generate a maximum of approximately 457 MTCO₂e of GHG emissions in a single year, or approximately 457 MTCO₂e over the course of construction. Construction GHG emissions are typically summed and amortized over the Project's lifetime (assumed to be 30 years), then added to the operational emissions.⁷ The amortized Project emissions would be approximately 15 MTCO₂e per year. Once construction is complete, the generation of construction-related GHG emissions would cease.

The operational phase of the Project would generate GHGs primarily from the Project's operational vehicle trips and building energy (electricity and natural gas) usage; refer to <u>Table GHG-2</u>, <u>Operational GHG Emissions 2021 (Metric Tons/Year)</u>. Other sources of GHG emissions would be minimal.

Table GHG-2
Operational GHG Emissions 2021 (Metric Tons/Year)

Category	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N₂O	CO₂e
Area	0	<0.1	<0.1	0	0	<0.1
Energy	0	156.1	156.1	<0.1	<0.1	156.8
Mobile	0	2,778.0	2,778.0	0.3	0	2,784.5
Waste	7.2	0	7.2	0.4	0	17.9
Water	0.3	5.2	5.6	<0.1	<0.1	6.7
Total	7.6	2,939.4	2,947.0	0.7	<0.1	2,965.9

Source: CalEEMod version 2016.3.2

Note: Totals may not add up due to rounding.

As shown in <u>Table GHG-2</u>, Project operational GHG emissions would total approximately 2,966 MTCO₂e annually, and combined with construction-related GHG emissions, would total approximately 2,981 MTCO₂e annually. Therefore, the proposed Project would not exceed the SCAQMD's proposed GHG threshold of 3,000 MTCO₂e per year.⁸ Further, the proposed Project would be within the emissions identified in the 2010 RPS EIR (301,445 MTCO₂e). In addition, with continued implementation of various statewide measures, the Project's operational energy and mobile source emissions would continue to decline in the future.

September 2021 57 Final

⁷ The Project lifetime is based on SCAQMD's standard 30-year assumption (South Coast Air Quality Management District, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26, 2009).

⁸ On September 28, 2010, air quality experts serving on the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group recommended an interim screening level numeric bright-line threshold of 3,000 metric tons of CO₂e annually. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies for determining whether GHG emissions from a proposed project are significant.

Consistency with Applicable GHG Plans, Policies, or Regulations

2017 Scoping Plan Consistency

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the California Legislature as AB 32. In 2008, CARB approved a Scoping Plan as required by AB 32. The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2017 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (2013 Scoping Plan). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted subsequently as required to achieve Statewide GHG emissions targets.

<u>Table GHG-3</u>, <u>Project Consistency with the 2017 Scoping Plan</u>, summarizes the Project's consistency with applicable policies and measures of the 2017 Scoping Plan. As indicated in <u>Table GHG-3</u>, the Project would not conflict with any of the provisions of the 2017 Scoping Plan and would support four of the action categories through energy efficiency, water conservation, recycling, and landscaping.

Table GHG-3
Project Consistency with the 2017 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
Area		
SCAQMD Rule 445 (Wood Burning Devices)	Restricts the installation of wood- burning devices in new development.	Mandatory Compliance. Approximately 15 percent of California's major anthropogenic sources of black carbon include fireplaces and woodstoves. The Project would not include hearths (woodstove and fireplaces) as mandated by this rule.
Energy		
California Renewables Portfolio Standard, Senate Bill 350 (SB 350) and Senate Bill 100 (SB 100)	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	No Conflict. The Project would utilize electricity provided by Southern California Edison (SCE), which is required to meet the 2020, 2030, 2045, and 2050 performance standards. In 2018, 31 percent of SCE's electricity came from renewable resources. ² By 2030 SCE plans to achieve 80 percent carbon-free energy. ³
California Code of Regulations, Title 24, Building Standards Code	Requires compliance with energy efficiency standards for residential and nonresidential buildings.	Mandatory Compliance. The Project is required to meet the applicable requirements of the 2019 Title 24 Building

Sector/Source	Category/Description	Consistency Analysis
		Energy Efficiency Standards (see discussion under CALGreen Code requirements below).
	All bathroom exhaust fans are required to be ENERGY STAR compliant.	Mandatory Compliance. The Project construction plans are required to demonstrate that energy efficiency appliances, including bathroom exhaust fans, and equipment are ENERGY STAR compliant.
California Green	HVAC system designs are required to meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards.	Mandatory Compliance. The Project construction plans are required to demonstrate that the HVAC system meets the ASHRAE standards.
Building Standards (CALGreen) Code Requirements	Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 8 or higher.	Mandatory Compliance. The Project is required to install air filtration systems (MERV 8 or higher) as part of its compliance with 2019 Title 24 Section 401.2, Filters.
	Refrigerants used in newly installed HVAC systems shall not contain any chlorofluorocarbons.	Mandatory Compliance. The Project must meet this requirement as part of its compliance with the CALGreen Code.
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces is required for such vehicles.	Mandatory Compliance. The Project would meet this requirement as part of its compliance the CALGreen Code.
Mobile Sources		
Mobile Source Strategy (Cleaner Technology and Fuels)	Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems, and reduction of vehicle miles traveled.	<u>Consistent</u> . The Project would be consistent with this strategy by supporting the use of zero-emission and low-emission vehicles; refer to CALGreen Code discussion above.
Senate Bill (SB) 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	Consistent. As demonstrated in Table GHG-4, the Project would comply with the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS), and therefore, the Project would be consistent with SB 375.
Water		
CCR, Title 24, Building Standards Code	Title 24 includes water efficiency requirements for new residential and non- residential uses.	Mandatory Compliance. Refer to the discussion under 2019 Title 24 Building Standards Code and CALGreen Code, above.
Water Conservation Act of 2009 (Senate Bill X7-7)	The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop	Consistent. Refer to the discussion under 2019 Title 24 Building Standards Code and CALGreen Code, above.

Sector/Source	Category/Description	Consistency Analysis
	water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment.	
Solid Waste		
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341	The IWMA mandates that State agencies develop and implement an integrated waste management plan which outlines the steps to divert at least 50 percent of solid waste from disposal facilities. AB 341 directs the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling and sets a Statewide goal for 75 percent disposal reduction by the year 2020.	Mandatory Compliance. The Project would be required to comply with AB 341. This would reduce the overall amount of solid waste disposed of at landfills. The decrease in solid waste would in return decrease the amount of methane released from decomposing solid waste.

Notes:

- 1. California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, Figure 4: California 2013 Anthropogenic Black Carbon Emission Sources, November 2017.
- 2. California Commission, 2018 Power Label Southern Edison, Energy Content California https://www.energy.ca.gov/sites/default/files/2020-01/2018 PCL Southern California Edison.pdf, accessed June 24, 2020. and 3. Southern California Edison, The Clean Power Electrification Pathway, https://newsroom.edison.com/internal redirect/cms.ipressroom.com.s3.amazonaws.com/166/files/20187/g17-pathwayto-2030-white-paper.pdf, accessed June 24, 2020.
- 4. California Energy Commission, 2013 California Energy Efficiency Potential and Goals Study, Appendix Volume I, August 15, 2013.

2016-2040 RTP/SCS Consistency

At the regional level, the 2016-2040 RTP/SCS is adopted for the purpose of reducing GHGs resulting from vehicular emissions by passenger vehicles and light duty trucks. In order to assess the Project's consistency with the 2016-2040 RTP/SCS, the Project's land use assumptions are reviewed for consistency with those utilized by SCAG in its SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as the 2016-2040 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. <u>Table GHG-4</u>, <u>Project Consistency with the 2016-2040 RTP/SCS</u>, analyzes the Project's consistency with the actions and strategies set forth in the 2016-2040 RTP/SCS. As indicated in <u>Table GHG-4</u>, the Project would be consistent with the 2016-2040 RTP/SCS.

Table GHG-4
Project Consistency with the 2016-2040 RTP/SCS

Cotogony/			
Sector/Source	Category/ Description	Consistency Analysis	
Land Use Strategies	2 couripaion		
Focus new growth around transit.	Local Jurisdictions	Consistent. The Project site is not located within an area of the City readily served by transit. However, the Project site is located adjacent to the SR-210 Freeway and within the RSP, which designates the site as Freeway Incubator. The Project proposes a travel center, which would serve regional and local highway traveling users. Implementation of the Project would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. As discussed in the Transportation section, the Project would result in relatively minimal vehicle miles traveled (VMT), as the proposed Project is expected to operate as a local serving gas station and many of the Project trips are diverted link trips, meaning that the Project trips would already be on the roadway network but would stop by the Project site as it is nearby or on the way to their intended destination. Although the Project would not be located around transit, it would be consistent with the overall intent of the 2016-2040 RTP/SCS to promote infill development and reduce VMT.	
Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities.	SCAG; Local Jurisdictions	Consistent. The Complete Communities strategy supports the creation of mixed-use districts through a concentration of activities with housing and employment located in close proximity to each other. Neighborhood Mobility Areas provide sustainable transportation options to make short trips within urban neighborhoods. The Project would support this strategy by being an infill development that is located nearby to multiple land uses. Further, as discussed above, implementation of the Project would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. As a result, the Project would result in relatively minimal VMT, as the proposed Project is expected to operate as a local serving gas station and many of the Project trips are diverted link trips, meaning that the Project trips would already be on the roadway network but would stop by the Project site as it is nearby or on the way to their intended destination.	

Sector/Source	Category/ Description	Consistency Analysis	
Transportation Strategies			
Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation Systems Management strategies.	County Transportation Commissions; Local Jurisdictions	Not Applicable. This strategy applies to public agencies that govern transportation facilities and transportation programs.	
Technological Innovation and 21st Century Transportation			
Promote zero-emissions	SCAG; Local	Not Applicable. This action/strategy is directed at regional and	
vehicles.	Jurisdictions	local agencies, and not at individual development projects.	
Source: Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Chapter 5: The Road to Greater Mobility and Sustainable Growth, April 2016.			

The Project would not generate GHG emissions that would have a significant impact on the environment or conflict with any applicable plans, policies, or regulations, including GHG reduction actions/strategies in the 2017 Scoping Plan and 2016-2040 RTP/SCS.

As demonstrated above, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to greenhouse gas emissions (climate change) as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: The RSP Final EIR includes mitigation measures to reduce potential greenhouse gas emissions impacts associated with the implementation of the RSP. In addition to the Mitigation Measures identified in the Air Quality discussion, the following measures from the Final EIR are applicable to the proposed Project.

CC-1: Homes and businesses will exceed the 2008 Standards for Title 24 Part 6 energy efficiency standards by at least 10 percent.

CC-3: The proposed project will comply with any applicable local Climate Action Plan or mitigation program for the reduction of GHGs adopted by the City of Rialto or the County of San Bernardino that is adopted prior to the issuance of building permits for subsequent project phases.

CC-4: The proposed project shall promote the use of alternative fuel technologies for construction vehicles by including language in construction bid specifications and weighting the use of alternative fuel technologies in the selection of construction contractors.

CC-5: Throughout construction, the proposed project shall maintain a centralized information repository for available recycled building materials. Recycled building materials shall be incorporated where practicable.

HAZARDS AND HAZARDOUS MATERIALS

Final EIR

Thresholds:

- (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- (b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.
- (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- (d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, would create a significant hazard to the public or the environment.
- (e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.
- (f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.
- (g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- (h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The 2010 RSP EIR analyzed approximately 481 acres of the larger 1,445-acre RSP Project area for existing contamination issues and created a clean-up plan. These areas, identified in the 2010 RSP EIR as properties A, B, C, and D, are located south of the SR-210 freeway and east of Alder Avenue, and do not include the Rialto Travel Center Project site or any adjacent properties. Thus, no recognized environmental conditions (RECs) were identified for the Project site or surrounding properties. The 2010 RSP EIR includes mitigation measures that address remediation of the contaminated sites, including, but not limited to excavation and stockpiling management, offsite disposal, onsite relocation of excavated soil, excavation of materials associated with the airport, sampling and analysis, and a contingency plan for further remedial action.

The following focuses on all other potential hazards and hazardous materials impacts, as discussed in the 2010 RSP EIR. As noted in the 2010 RSP EIR, construction activities may involve the limited transport, storage, usage, or disposal of hazardous materials, such as fueling/servicing of construction equipment. However, the activities would be short-term and required to comply with federal, State, and local health and safety requirements. Upon construction of the RSP, hazardous materials would be limited to those associated with residences and industrial/commercial operations. Because these materials are used in very limited quantities, they are not considered a hazard to the public. Regardless, adherence to federal,

State, and local health and safety requirements regarding these substances would reduce the potential impacts to less than significant. Additionally, hazardous materials such as fuel used in such areas as the commercial uses would be stored in aboveground or underground tanks in compliance with all regulatory standards, such as leak detection and secondary containment. Therefore, impacts associated with the transport, use, or disposal of hazardous materials would be less than significant. Further, the 2010 RSP EIR concluded that impacts associated with underground pipelines, pole mounted transformers, and aviation operations would be less than significant. The RSP would not result in impacts regarding emergency plans. The RSP area is identified as having a low risk from wildland fires and is not located near an urban/wildlands interface; impacts were determined to be less than significant. The RSP Project site was not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not emit hazardous materials within one-quarter mile of an existing or proposed school. With the implementation of mitigation measures, the 2010 RSP EIR determined project and cumulative project impacts related to hazards and hazardous materials would be less than significant.

Proposed Project

The 2010 RSP EIR analyzed approximately 481 acres of the RSP Project area for existing contamination issues and created a clean-up plan. These areas, identified in the 2010 RSP EIR as properties A, B, C, and D, do not include the Rialto Travel Center Project site or any adjacent properties. Thus, no RECs were identified for the Project site or surrounding properties and 2010 RSP EIR Mitigation Measures HAZ-1(a) through HAZ-1(d) and HAZ-2 would not be applicable to the proposed Project.

A Phase I Environmental Site Assessment (ESA) was conducted for the Project site in 2016. The Phase I ESA indicated discharges of chlorinated solvents had reached groundwater at the landfill that is contiguous along the northern property line of the Project site. Based on the known contamination of groundwater and the possibility of encroachment of subsurface vapor of chlorinated solvent to the Project site, testing of the subsurface soil on the Project site for the presence of toxic vapors from chlorinated solvents was recommended. Chemical solvents and particularly chlorinated solvents are persistent in the environment and can migrate significant distances in soil vapor. Therefore, the concern was for the potential of toxic-vapor migration through the soil phase into the Project site.

A Phase II ESA was conducted to evaluate whether the historical activities and operations at the landfill have impacted the subsurface of the Project site, which could create a vapor intrusion condition in future site structures or otherwise impact the environment. Twelve gas soil samples were collected from the shallow subsurface along the northern property line. The soil vapor probes were installed to a maximum depth of five feet below ground surface (bgs) located across the site in representative locations to adequately determine if a vapor intrusion condition may exist. Testing indicated no VOCs were detected in any soil vapor samples. The Phase II ESA concluded subsurface soil vapor is not impacted by any chlorinated VOCs, as no VOCs were detected in the soil vapor samples; no chlorinated solvents were detected in any of the soil vapor samples, indicating that no significant migration of solvents from the landfill activities to the subsurface environment of the Project site have occurred; and there is no significant risk of vapor intrusion into future site structures or health hazard to the future indoor occupants in a commercial-use scenario.

There are no schools located within one-quarter mile of the Project site. Therefore, development of the Rialto Travel Center would not result in any impacts associated with hazardous emissions or hazardous or

acutely hazardous materials, substances, or wastes within one-quarter mile of an existing or proposed school. The Project site is not located within an airport land use plan or within two miles of a public airport or public use airport or within the vicinity of a private airstrip. No safety hazard impacts would occur in this regard.

The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Project site is located adjacent to Sierra Lakes Parkway and Alder Avenue, as well as the SR-210 freeway, which would provide adequate emergency access to and from the site. During construction activities associated with the proposed on- and off-site improvements, traffic lanes located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel. However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained at all times.

The 2010 RSP EIR identifies the RSP Project area as having a low risk from wildland fires and the RSP is not located near an urban/wildlands interface. The proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas.

No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to hazards and hazardous materials as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No mitigation measures identified in the 2010 RSP EIR are applicable to the proposed Project.

HYDROLOGY AND WATER QUALITY

Final EIR

Thresholds:

- (a) Violate any water quality standards or waste discharge requirements.
- (b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
- (c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.
- (d) Substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site Substantially alter the existing drainage pattern of the site or area, including through the alteration of a course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
- (e) 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.

- (f) Otherwise substantially degrade water quality.
- (g) Place housing/structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- (h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
- (i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.
- (j) Result in inundation by seiche, tsunami, or mudflow.

As part of the RSP, proposed alignments of major storm drains were adjusted from the County's model to accommodate the RSP Project's site plan and the location of major street improvements. The proposed storm drain system would reduce the peak discharge below the maximum allowable rate; therefore, drainage impacts were determined to be less than significant. Because of the conceptual plan for development, the 2010 RSP EIR identified mitigation measures to ensure future site-specific development would provide the necessary hydrology improvements and to address water quality requirements. Developers would be required to coordinate the design and obtain approval of flood control and storm drain structures identified in project-level hydrology studies. All projects within the RSP would be required to prepare a Water Quality Management Plan (WQMP) and provide Best Management Practices (BMPs) designed to reduce urban runoff pollution, which would reduce potential impacts to surface water quality to a less than significant level. The RSP Project does not propose the use of groundwater and would not result in the direct depletion of groundwater resources. The RSP Project area is not within a 100-year FEMA Flood Zone. The 2010 RSP EIR determined that with implementation of mitigation measures for the design and construction of flood control/drainage channels, compliance with the Construction Activity General Permit, and preparation of a WQMP, amongst others, project and cumulative project impacts to hydrology and water quality would be less than significant.

Proposed Project

A Hydrology and Hydraulics Study (Hydrology Study) and Water Quality Management Plan (WQMP) was prepared by Kimley-Horn Associates (July 2021) to determine how the proposed Project may impact the local drainage system and ensure that post development peak flows would not increase beyond the level at which the Renaissance's Master Drainage Plan designed the storm sewer lateral along Renaissance Parkway; refer to Appendix D, Hydrology Study and Water Quality Management Plan.

The site is currently 100 percent pervious. The existing topography drains from the north to the south of the Project site. Overland flows exit the Project site and flow south into an existing canal that runs along the 210 freeway. Flows are then conveyed south to Ayala Drive, discharging into Cactus Basin # 5, a water storage facility. This basin ultimately discharges into the Rialto Channel, which ultimately discharges into the Santa Ana River Channel.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06071C7920H, the Project site and surrounding area are not located within a FEMA-mapped special flood hazard area. The site is classified as Zone X, which is an area of minimal flooding.

Development of the site with impervious surfaces would increase runoff when compared to existing conditions. Proposed grading would maintain the natural flow pattern to the extent possible. To mitigate impacts associated with post-development peak flows, an underground infiltration/detention system is proposed as part of the Project. In the proposed condition, stormwater would sheet flow through the site and be collected via catch basins located at a low point. The flows would be diverted to three separate on-site underground infiltration/detention systems that would provide both a water quality BMP and storage facility to retain the 100-year storm event prior to infiltrating.

The Project would be required to comply with 2010 RSP EIR Mitigation Measures HYD-1 and HYD-2, which require coordination with the City of Rialto Public Works Department on the design of the flood control and storm drain structures to ensure they are consistent with master planning efforts and to obtain a Construction Activity General Permit, which would require preparation of a Stormwater Pollution Prevention Plan (SWPPP) to minimize water quality impacts associated with proposed construction activities. Further, the Project would be required to comply with Mitigation Measure HYD-3, which requires preparation and implementation of a WQMP to manage storm water quality during Project operations and Mitigation Measures HYD-4, HYD-5, and HYD-6 to further ensure potential water quality impacts are addressed and on-site drainage facilities would be maintained to the satisfaction of the City of Rialto Public Works Department. As stated, a WQMP has been prepared for the Project. The WQMP identifies anticipated pollutants of concern associated with the Project and the non-structural and structural source control BMPs that would be required to be incorporated into the Project to address water quality.

With implementation of 2010 RSP EIR Mitigation Measures HYD-1 through HYD-6, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to hydrology and water quality as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: The RSP Final EIR includes mitigation measures to reduce potential hydrology and water quality impacts associated with the implementation of the RSP. The following measures from the Final EIR are applicable to the proposed Project.

Flood Control/Drainage Channels

HYD-1. Prior to issuance of grading permits, the developers or their designees shall coordinate the design and obtain approval of all flood control and storm drain structures as identified in project hydrology studies. The developers or their designees shall provide evidence of this approval to the City Public Works Department. These improvements shall be consistent with any master planning efforts of the County to the satisfaction of the City Engineer.

HYD-2. The developers or their designees shall obtain a General Permit for Storm Water Discharge Associated with Construction Activity (Construction Activity General Permit). The developers or their designees shall provide a copy of this permit to the City Public Works Department prior to the issuance of grading permits.

Water Quality

HYD-3. Prior to the issuance of grading permits, the developers or their designees shall prepare a WQMP and an Erosion and Sediment Control Plan (ESCP) to implement the most appropriate BMPs and to prevent

any significant removal and/or downstream deposition of soil from the project site during construction. The WQMP and ESCP shall contain provisions requiring that all erosion control measures and structures be maintained and repaired as needed for the life of the project. Prior to the issuance of a grading permit, the City Development Services Department, Engineering Division shall approve the WQMP and ESCP based on review and input by the RWQCB. At the request of the developer, the City Public Works Department may accept a Storm Water Pollution Prevention Plan (SWPPP) as a substitute for the ESCP as long as it fulfills the intent of this measure to an equivalent degree. The SWPPP or ESCP shall be prepared to the satisfaction of the City Public Works Department. The WQMP and ESCP or SWPPP shall include, but is not limited to, the following:

- a) Specify the timing of grading and construction to minimize soil exposure to winter rain periods experienced in southern California;
- b) Natural vegetation shall be retained on all areas that will not be disturbed for grading, except areas that must be cleared and revegetated as part of a fuel modification program;
- c) All slopes greater than five feet in height shall be evaluated to define the optimum length and steepness to minimize flow velocity and erosion potential. Lateral drainage collection systems shall be incorporated at the base of slopes, when determined appropriate, to transport flows in a controlled, non-erodable channel;
- d) Indicate where flows on the site can be diverted from denuded areas and carried in the natural channels on the site;
- e) Construct man-made channels to minimize runoff velocities;
- f) Disturbed areas shall be vegetated and mulched immediately after final grades have been established;
- g) Sediment traps, basins, or barriers (silt fences, hay bales, etc.) shall be established on the property to prevent the release of "first flush" urban pollutants, including sediment, from developed areas, including the emergency access roads. The design and location of these improvements shall be identified in the plan subject to review and approval by the City;
- h) Drainage facilities designed to transport flows shall be described and the adequacy of the channel shall be verified by City approval of a detailed drainage analysis;
- i) An inspection and maintenance program shall be included to ensure that any erosion, which does occur either on or offsite as a result of the project, will be corrected through a remediation or restoration program within a time frame specified by the City;
- j) Confirmed observations by the City of uncontrolled runoff being carried onsite will be grounds for suspension or revocation of any grading or building permit in process, or any discretionary permit subsequently applied for until the problem is resolved to the satisfaction of the City Public Works Department.

HYD-4. Prior to the issuance of building permits, graded but undeveloped land shall be maintained in a relatively weed-free condition and/or planted with interim landscaping within 180 days of completion of

grading, unless building permits are obtained. This measure shall be implemented to the satisfaction of the Development Services Director.

HYD-5. Prior to the issuance of occupancy permits, planting of developed land shall comply with the *NPDES Best Management Practices Construction Handbook Section 6.2* to the satisfaction of the City Engineer and/or Public Works Director as applicable.

HYD-6. Prior to issuance of the first occupancy permit, the developers or their designees shall provide proof to the Public Works Department that the onsite drainage facilities will be maintained by the County, City, HOA, or equivalent. The developer must demonstrate that these facilities will be adequately maintained by an appropriate mechanism or organization, to the satisfaction of the City Public Works Department. In addition, Mitigation Measure HHM-4 in Section 4.7, Hazards and Hazardous Materials, precludes the Project from utilizing local groundwater for potable water supplies, which will prevent potential impacts relative to existing perchlorate contamination.

LAND USE AND PLANNING

Final EIR

Thresholds:

- (a) Physically divide an established community.
- (b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- (c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

The RSP proposed development and redevelopment of approximately 1,445 acres on the site of the former Rialto Municipal Airport and surrounding areas. The RSP Project area was generally divided into three functional areas: Freeway Commerce, Community Commerce, and Village and the RSP identified land use categories for development within the RSP. The Freeway Commerce area is generally located along SR-210 and north of Milo Way. The Freeway Commerce area accommodates uses that typically include retail centers and corporate office center complexes. In addition to identifying permitted uses within each land use category, the RSP identified the land use buildout associated with the proposed land use categories based on the target density/FAR. According to the 2010 RSP EIR, the RSP Project is consistent with the General Plan. The RSP would provide guidance and direction for future development in the area and proposed development would be required to comply with the RSP requirements. Project and cumulative project impacts associated with land use and planning were determined to be less than significant.

Proposed Project

The Project site is designated Renaissance Specific Plan by the Rialto General Plan and is located within Planning Area 1 of the RSP. The RSP Land Use Diagram identifies the land use for Planning Area 1 as Freeway Incubator. The Freeway Incubator land use accommodates larger retail and business uses that serve the region, such as furniture showrooms, automobile and boat sales, lodging, travel services, professional office, floor and tile showrooms, and furniture or appliance outlets. The proposed Project

would be consistent with the Freeway Incubator designation. Further, the Project would be required to comply with the development standards of the RSP. Thus, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to land use and planning as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

MINERAL RESOURCES

Final EIR

Thresholds:

- (a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- (b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

The Mineral Land Classification Report identified the presence of aggregate resources underlying the RSP area. However, urbanization of the RSP area has occurred over the years and large portions of the area were determined to be unavailable for future mineral extraction activities. Unoccupied lands within the RSP area are primarily comprised of isolated properties divided by subdivisions, roadways or other forms of urban growth, with many of the isolated properties being too small to be considered practical for sand and gravel extraction. The RSP is surrounded by urban uses that are incompatible with mineral extraction activities. According to the 2020 RSP EIR, the future extraction of resources has already been rendered unavailable and mining operations would directly conflict with existing uses within the area. Project and cumulative project impacts to mineral resources were determined to be less than significant.

Proposed Project

The Project site is not zoned for or currently being utilized for mineral resource extraction. No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to mineral resources as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

NOISE

Final EIR

Thresholds:

- (a) Exposure of persons to or generation of noise in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- (b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- (c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- (d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

- (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 expose people residing or working in the project area to excessive noise levels.
- (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

Construction noise activities would vary as the RSP is developed. Depending upon the nature of the proposed construction and its location, construction noise impacts could be significant. The 2010 Draft EIR concluded that with the implementation of mitigation measures, including compliance with the City's Noise Ordinance, use of noise-reduction features on construction equipment, staging construction activities and equipment away from noise sensitive uses, shielding certain stationary equipment from noise sensitive uses, and requiring a noise impact analysis be prepared for residential subdivisions and for non-residential uses located adjacent to existing or proposed sensitive land uses, construction noise impacts would be reduced to a less than significant level.

The ongoing operation of the RSP could result in a potential long-term increase in ambient noise levels. As site-specific details such as lot layouts, site plan configurations and building designs were not known, the 2010 RSP EIR identified mitigation measures requiring noise impact analysis for residential subdivisions and for non-residential uses located adjacent to existing or proposed sensitive land uses and any proposed commercial retail uses located adjacent to Alder Avenue, Baseline Road, or SR-210. Implementation of the mitigation measures would reduce impacts associated with long-term/operation-related noise impacts to a less than significant level

The 2010 RSP EIR analyzed the long-term increase in permanent Project-generated traffic noise associated with implementation of the RSP. In interim year and buildout conditions, development of the RSP would result in off-site and on-site traffic noise impacts along several roadway segments. Mitigation measures would reduce on-site traffic noise impacts to a less than significant level. However, off-site traffic noise impacts were determined to be significant and unavoidable. Additionally, the RSP Project would create cumulative project significant adverse and unavoidable roadway noise impacts.

During construction activities and operations associated with the business park and commercial areas, vibration impacts to sensitive uses may occur. With the implementation of mitigation measures, generally described above, impacts related to vibration impacts were determined to be less than significant.

At the time of the proposed RSP Project, the Rialto Municipal Airport was in operation. The 2010 RSP ERI acknowledged that upon the closure of the airport, the RSP would no longer be within an Airport Influence Area. Prior to closure of the airport, specific development proposals would be required to comply with airport-related requirements, standards and procedures if occurring when the airport is still operational. Once closed, airport operations would not result in any noise-related impacts. Impacts were determined to be less than significant.

Proposed Project

A Noise Impact Study (Noise Study) was prepared by MC Acoustics (July 2021) to evaluate the potential noise impacts associated with construction and operation of the proposed Project; refer to <u>Appendix E</u>, <u>Noise Impact Study</u>. The Noise Study has been prepared consistent with RSP Final EIR Mitigation Measures

N-06 and N-08 as part of this Addendum. It is noted the Project site is not located adjacent to existing or proposed noise sensitive land uses.⁹

One 24-hour noise measurement was conducted at the Project site in order to document the existing noise environment. Ambient noise levels in the Project vicinity range between 59.2 and 66.8 dBA Leq. The overall CNEL was 69.7 dBA CNEL. The field data indicates that the freeway is the dominant noise source.

Construction

Construction noise associated with the proposed Project was calculated utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the Project site. Construction activities are anticipated to include site preparation, grading, building construction, and paving. All equipment was assumed to be situated at the edge of the Project site closest to the sensitive receptor. However, construction equipment typically moves back and forth across the site, so this is a conservative assumption. Project construction noise would range between 62 to 66 dBA Leq and 66 to 71 dBA Lmax at the closest sensitive receptor.

The Project would be required to comply with the City of Rialto Municipal Code Chapter 9.50, Noise Control (RSP Final EIR Mitigation Measure N-01). Consistent with Rialto Municipal Code Section 9.50.070, Disturbance from construction activity, construction activities would be limited to 6:00 AM to 7:00 PM Monday through Friday and 8:00 AM to 5:00 PM on Saturday from May through September and 7:00 AM to 5:30 PM Monday through Friday and 8:00 AM to 5:00 PM on Saturday from October through April. Additionally, Rialto Municipal Code Section 9.50.050, Controlled hours of operation, restricts loading activities within 1,000 feet of a residence to between the hours of 7:00 AM and 8:00 PM. The proposed shop building is located within 1,000 feet of a residence; therefore, any loading activities within the shop area would be required to occur during the daytime hours. Further, the Project would be required to comply with RSP Final EIR Mitigation Measures N-02, which require construction equipment use noise-reduction features. RSP Final EIR Mitigation Measures N-03 requires construction staging and heavy equipment maintenance activities be performed at a minimum of distance of 300 feet from any nearby noise sensitive use. Mitigation Measure N-04 would not be applicable to the proposed Project as stationary combustion equipment would not operate within 300 feet of any nearby noise sensitive use requiring shielding with a noise protection barrier.

Construction activities can produce vibration that may be felt by adjacent land uses. Construction of the proposed Project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet which is perceptible but below any risk to architectural damage. The nearest

September 2021 72 Final

⁹ RSP Final EIR Mitigation Measure N-05 requires a noise impact analysis be prepared for all proposed residential subdivisions within the Specific Plan and for any commercial or business developments located adjacent to existing or proposed noise sensitive land uses. RSP Final EIR Mitigation Measure N-07 requires a vibration impact analysis be prepared for any commercial or business developments located adjacent to existing or proposed vibration sensitive land uses.

existing building is 160 feet east of the Project site. At this distance, a large bulldozer would yield a worst-case 0.012 PPV (in/sec) which would not be perceptible or result in architectural damage. Thus, construction-related vibration impacts would be less than significant.

Operation

The potential off-site noise impacts caused by the increase in vehicular traffic as a result of the Project were calculated at a distance of 50 feet from affected road segments and at the proposed store for SR-210. The noise level at 50 feet both with and without Project-generated vehicle traffic was compared and the increase calculated. The distance to the 55, 60, 65, and 70 dBA CNEL noise contours are also provided for reference in <u>Appendix E</u>. Noise contours were calculated for Existing and Existing with Project conditions; refer to <u>Table NOI-1</u>, <u>Existing and Proposed Noise Levels Along Roadways</u>.

Table NOI-1
Existing and Proposed Noise Levels Along Roadways

		Noise Levels (dBA CNEL) at 50 Feet from Centerline			
Roadway	Segment	Existing Without Project	Existing With Project	Change in Noise Level	Increase of 1.5 dB or more ¹
State Route 210	Sierra to Alder	70.8	71.0	0.2	No
North Alder Avenue	On Ramp to Sierra Lakes	73.5	74.3	0.8	No
Sierra Lakes Parkway	Sierra to Alder	71.4	72.4	1.0	No
1. 2010 RSP EIR significance threshold for existing levels greater than 65 dBA.					

As shown in <u>Table NOI-1</u>, the addition of Project-generated vehicle trips to adjacent roadways would result in negligible increases in ambient noise levels and impacts would be less than significant.

On-site noise impacts associated with vehicular traffic were also modeled to determine compliance with the Rialto Safety and Noise Element Exhibit 5-5, Rialto Noise Guidelines for Land Use Planning. On-site noise levels are currently considered conditionally acceptable (new development should be undertaken only after detailed analysis of noise reduction requirements are made). With Project implementation, the noise levels would remain conditionally acceptable.

The nearest sensitive receptors to the Project site are the single-family residential land uses located approximately 500 feet south of the Project site, south of SR-210. Worst-case operational noise was modeled to determine if the sensitive receptors would be affected by Project operational noise; refer to Table NOI-2, Operational Noise Levels (dBA, CNEL).

Table NOI-2
Operational Noise Levels (dBA, CNEL)

Receptor	Land Use	Existing Ambient Noise Level ¹	Project Noise Level ²	Total Combined Noise Level	Land Use Noise Limit ³	Change in Noise Level as a Result of Project
R1	Landfill	68	59	69	-	1
R2	Residential	64	42	64	65	0
R3	Commercial	72	53	72	75	0
R4	Commercial	66	50	66	75	0
R5	Commercial	69	50	69	75	0

Notes:

- 1. FHWA projection calibrated to LT1 and traffic counts.
- 2. Refer to Noise Study Exhibit E for the operational noise level projections at identified receptors.
- 3. Conditionally acceptable limit (currently existing noise level is conditionally acceptable at all receptors).

Worst-case "Project only" exterior operational noise levels at the western property line are expected to reach 42 dBA CNEL at the residences and 50 to 59 dBA CNEL at the adjacent nonresidential properties. Existing with Project noise level projections are anticipated to reach 64 dBA CNEL at the nearest residential receptor and 66 to 72 dBA CNEL at the nonresidential receptors. Project generated operational noise is expected to result in a 1 dB increase in ambient noise levels at the adjacent landfill and 0 dB increase at all other receptors. This impact would not be significant.

With implementation of 2010 RSP EIR Mitigation Measures N-01 and N-02, no new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to noise as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: The RSP Final EIR includes mitigation measures to reduce potential noise impacts associated with the implementation of the RSP. The following measures from the Final EIR are applicable to the proposed Project. Any modifications to the original measures are shown in strikethrough for deleted text and new, inserted text is underlined.

N-01. Construction activities shall be limited to the City's allowable hours of construction activities shown in Table 4.11-2 in accordance with the City's Noise Ordinance.

N-02. All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. <u>Idling equipment shall be turned off when not in use and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.</u>

N-03. Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from any nearby noise sensitive uses, unless safety or technical factors take precedence.

POPULATION AND HOUSING

Final EIR

Thresholds:

- (a) Induce substantial population growth in an area, either directly or indirectly.
- (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Buildout of the RSP would result in new housing and non-residential development, resulting in an increase in the City's population and employment. The potential increase in population was determined to be within the growth projections anticipated by SCAG for both the City of Rialto and County of San Bernardino. Thus, impacts associated with population growth were determined to be less than significant.

Similarly, new housing development anticipated by buildout of the RSP would be within the housing projections identified by SCAG for the City and County and would help to further meet the City's projected housing need. The RSP would provide a variety of housing units and varying densities, including the potential for affordable housing options, which would be consistent with the City's Housing Element. Impacts associated with housing would be less than significant.

Buildout of the RSP is anticipated to add more jobs than projected by SCAG. However, the RSP would provide for jobs and housing, ultimately resulting in higher and more desirable employment opportunities within the City, which was determined to be a beneficial impact.

The 2010 RSP EIR determined the RSP Project would be consistent with the City's General Plan policies and SCAG's policies for growth and development. The RSP would provide for orderly development of residential and non-residential uses supported by the necessary infrastructure and services. Project and cumulative project impacts to population and housing would be less than significant.

Proposed Project

The Project proposes the construction and operation of the Rialto Travel Center on the approximately 13.22-acre site for regional and local highway traveling users. Implementation of the Project would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. The Project does not propose any residential development; therefore, the Project would not induce substantial population growth. Additionally, the Project site is currently undeveloped and construction of the Project would not displace any housing. No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to population and housing as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

PUBLIC SERVICES

Final EIR

Thresholds:

(a) 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; police protection; schools; parks; and other public facilities.

Development within the RSP would be required to pay a fire facility fee to ensure that adequate fire services and facilities would continue to be provided to serve the proposed development and the City of Rialto. With payment of the fees, the 2010 RSP EIR determined impacts to fire protection services would be less than significant. Similarly, to provide adequate funding for law enforcement protection facilities, the City has established law enforcement fees that are based on development type and size. Individual development projects would be required to pay the required fees, which would reduce potential impacts to police protection services to less than significant. Implementation of the RSP would necessitate the need for new school facilities and/or expanded school facilities. The RSP identifies a 15-acre site for a potential school. Payment of fees in accordance with SB 50 would result in a less than significant impact on school services. Overall, with payment of the required fees, the 2010 RSP EIR determined project and cumulative project impacts to public services would be less than significant.

Proposed Project

The Project proposes the construction and operation of the Rialto Travel Center which would be consistent with the designated land use (Freeway Incubator) for RSP Planning Area 1. The Project would not result in development at a greater intensity than what was anticipated in the 2010 RSP EIR. The proposed Project would be required to pay the applicable fire facility and law enforcement fees, which have been established to provide for the additional expense to provide fire and law enforcement services associated with the result of new development. The Project does not propose the development of residential uses, and therefore, would not result in an increased demand for public school or park and recreational facilities. The Project would not result in the need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts. No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to public services as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

RECREATION

Final EIR

Thresholds:

- (a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- (b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

The proposed RSP would accommodate approximately 1,667 units and a population of 5,167 residents. Based on the City's standard of 3.0 acres of parkland per 1,000 residents, buildout of the RSP would result in the need for 15.5 acres of parkland or an equivalent fee in-lieu of dedicated parkland. The RSP Project proposes to provide 20.4 total acres of public and private parkland paseos. With provision of at least 15.5 acres of parkland or payment of in-lieu fees, the 2010 RSP EIR determined the RSP would have a less than significant impact to parks and recreational facilities. Additionally, the RSP Project would not result in a cumulative project impact to recreation facilities, as cumulative projects would be required to comply with the goals and policies of the General Plan.

Proposed Project

The Project does not propose the development of residential uses, and therefore, would not result in the increased use of existing neighborhood and regional parks or other recreational facilities. Further, the Project would not result in the development of new recreational facilities or require the construction of expansion of recreational facilities. The proposed Rialto Travel Center would be consistent with the designated land use (Freeway Incubator) for RSP Planning Area 1. The Project would not result in development at a greater intensity than what was anticipated in the 2010 RSP EIR. No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to recreation as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

TRANSPORTATION

Final EIR

Thresholds:

- (a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
- (b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.
- (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- (d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).

- (e) Result in inadequate emergency access.
- (f) Result in inadequate parking capacity.

As part of the 2010 RSP EIR, a traffic impact analysis was conducted, which included an analysis of level of service (LOS) for 134 intersections and 56 freeway mainline segments within the RSP Project area and surroundings for Phase I opening year (2011); Phase II opening year (2015); Phase III opening year (2020); and Forecast year (2035). In all phases, the Project would result in significant impacts at study intersections and freeway mainline segments. The 2010 RSP EIR identifies several recommended intersection and mainline improvements and includes mitigation requiring review of site-specific development projects, their potential to impact Project intersections, and the construction of improvements and/or monetary compensation for improvements necessary to maintain an acceptable LOS. With implementation of mitigation and payment of traffic fees, impacts to local and County intersections were determined to be less than significant. Although the RSP Project would provide its fair share for regional improvements, provision of needed mainline freeway improvements in time to accommodate RSP Project traffic cannot be guaranteed. Thus, impacts to identified freeway mainline segments were determined to be significant and unavoidable under both project and cumulative project conditions.

The RSP Project would not result in a safety risk associated with changes to air traffic patterns. At the time of the proposed RSP Project, the Rialto Municipal Airport was in operation. With the closure of the airport the RSP would no longer be within an Airport Influence Area. Specific development proposals would be required to comply with airport-related requirements, standards and procedures if occurring when the airport is still operational. Once closed, there would be no safety-related risks. Project and cumulative project impacts were determined to be less than significant.

The RSP Project would not create significant impacts associated with potential roadway hazards. Development within the RSP area would involve transportation improvements and roadway and intersections designs would be required to meet the City's roadway design criteria, which would ensure roadway hazards are not created. Similarly, roadway and signals within the Project area would be improved and adequate emergency access would be provided in all phases of development. Individual development projects would be required to meet the minimum parking requirements established by the City's Municipal Code. Additionally, the proposed RSP includes pedestrian, bicycle and transit system features which would support alternative forms of transportation. Project and cumulative project impacts were determined to be less than significant.

Proposed Project

Senate Bill 743 (SB 743) was approved by the California legislature in September 2013. SB 743 requires changes to 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. In December 2018, the Natural Resources Agency revised Appendix G of the State CEQA Guidelines modifying the Transportation checklist item to remove LOS and include VMT as the appropriate measure for assessing transportation impacts associated with a Project. In particular, Appendix G of the State CEQA Guidelines provides:

XVII. Transportation. Would the project:

- (a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- (b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?
- (c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- (d) Result in inadequate emergency access?

The City certified the RSP Final EIR in 2010, several years before the above checklist item XVII (b) was added to the State CEQA Guidelines. As further discussed in the Cultural and Tribal Cultural Resources section, California courts have held that where a new guideline or threshold is adopted after the certification of an EIR, an Addendum to the EIR need not include additional environmental analysis relating to that guideline or threshold where the potential environmental impact at issue in the new guideline or threshold was known or could have been known at the time the EIR was certified. (See Citizens Against Airport Pollution, supra, 227 Cal.App.4th at p. 806; Concerned Dublin Citizens, supra, 214 Cal.App.4th at pp. 1319-1320; Citizens for Responsible Equitable Environmental Development, supra, 196 Cal.App.4th at p. 532.)

Here, the impacts at issue in the above-referenced threshold (e.g., impacts relating to VMT) were known or could have been known when the RSP EIR was certified in 2010. The RSP Draft EIR references VMT. (See, e.g., Draft EIR, pp. 4.3-35 [utilizing total daily vehicle miles traveled by heavy-duty diesel trucks to obtain emission factors to assess health risks]; 4.3-39 [recognizing that mixed use development encourages alternative modes of transportation which can reduce vehicle miles traveled]; 4.12-13 [discussing the Project's inclusion of "an extensive network for pedestrian and bike lanes reducing the number of auto trips and vehicle miles traveled...]; 4.17-25 [recognizing the GHG emissions associated with vehicle miles traveled for trucks transporting goods to the specific plan area]; and 4.17-35 [discussing the VMT estimates and recognizing reduced VMT and associated reductions in air pollutant and greenhouse gas emissions]). Because potential impacts relating to VMT were known or could have been known when the RSP Final EIR was certified in 2010, California law does not require these impacts to be analyzed in this Addendum.

It is noted that the proposed Project was reviewed in light of the OPR Technical Advisory and the San Bernardino County Transportation Authority (SBCTA) Recommended VMT Guidelines relative to VMT. OPR provides 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. A land use project needs only meet one of the screening thresholds to be presumed to result in not a significant impact under CEQA pursuant to SB 743. OPR and SBCTA VMT Guidelines identify project types that fall under the screening criteria, which include local serving gas stations. Since the proposed Project is expected to operate as a local serving gas station and many of the Project trips are diverted link trips, meaning that the Project trips would already be on the roadway network but would stop by the Project site as it is nearby or on the way to their intended destination, the VMT generated by

the Project is expected to be minimal. Therefore, the Project would be screened out due to its land use type and further VMT analysis is not required.

There are no existing or planned transit facilities adjacent to the Project site. The RSP identifies on-street public bike lanes/sidewalks along Sierra Lakes Parkway. As part of the Project, half-width improvements would occur to Sierra Lakes Parkway in accordance with the RSP and City of Rialto standards. The proposed improvements would include a striped median, two travel lanes, bicycle lane, curb/gutter, parkway, sidewalk, and landscape easement. The sidewalk would connect to the existing sidewalk extending from Alder Avenue, providing improved pedestrian connectivity within the area. As part of these improvements the driveways for the proposed Project would be constructed. The driveways would be required to meet the City's design criteria so that adequate distance for drivers entering and existing the Project site is maintained and that proposed improvements, including landscaping, would not interfere with the line of site and would maintain adequate site distance so that hazardous conditions are not created. There are no existing or planned transit facilities adjacent to the Project site.

The Project would not result in inadequate emergency access. The Project site is located adjacent to Sierra Lakes Parkway and Alder Avenue, as well as the SR-210 freeway, which would provide adequate emergency access to and from the site. During construction activities associated with the proposed on- and off-site improvements, traffic lanes located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel. However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained at all times.

No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to transportation as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No mitigation measures are necessary.

UTILITIES AND SERVICE SYSTEMS

Final EIR

Thresholds:

- (a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- (b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- (c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- (d) Have insufficient water supplies available to serve the project from existing entitlements and resources, or new or expanded entitlements are needed.
- (e) Result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's projected demand.

- (f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.
- (g) Comply Not comply with federal, state, and local statutes and regulations related to solid waste.

Implementation of the proposed RSP would increase water demand. A Water Supply Assessment (WSA), prepared to assess the availability of water supplies to serve buildout of the RSP, determined adequate water supply would be available to serve development of the RPS, as proposed. In addition, existing water lines would serve the area and no capital improvements to existing water supply infrastructure were identified. Similarly, implementation of the proposed RSP would increase wastewater generation requiring conveyance and treatment. The 2010 RSP EIR determined that at each phase of development of the RSP, adequate wastewater service and infrastructure would be available and impacts would be less than significant. Individual development projects would be required to comply with all applicable permits and requirements related to wastewater treatment. The RSP identified proposed storm drain improvements that would ensure the peak discharge from the Project area during a major storm event would be less than the maximum allowable rate. Improvements may be required to the Cactus Basin Number 1; however, the impacts related to the construction or expansion of the facility were determined to be less than significant. Solid waste generated from buildout of the RSP would be transported to the Mid-Valley Sanitary Landfill, which was determined to have adequate capacity to receive solid waste from the RSP area. Southern California Edison (SCE) provides electricity service to the RSP area. The existing SCE substation may need to be enlarged or a new substation may need to be constructed to sufficiently serve the proposed users upon RSP buildout. However, SCE confirmed that it has capacity to serve the proposed RSP Project with their current transmission and distribution network and impacts were determined to be less than significant. Individual development projects would be required to pay the associated impact fees to offset the initial expense of capital improvements associated with providing utility services to the new development. Thus, payment of the fees would reduce project and cumulative project impacts to a less than significant level.

Proposed Project

The Project proposes the construction and operation of the Rialto Travel Center which would be consistent with the designated land use (Freeway Incubator) for RSP Planning Area 1. The Project would not result in development at a greater intensity than what was anticipated in the 2010 RSP EIR.

The City of Rialto would provide wastewater services to the Project site. The Project would require the construction of an 8-inch sewer main along the entire property frontage. Sewer lateral services would be constructed from the proposed mainline for the Project site. Wastewater would be treated at the Rialto Sewage Treatment Plant (Plant). According to the 2010 RSP EIR, with implementation of the RSP and cumulative growth and development, it was anticipated that the Plant would reach approximately 75 percent capacity, requiring expansion; however, expansion activities were already planned and since preparation of the 2010 RSP EIR have been completed. As the Project is consistent with the land use and growth anticipated by the 2010 RSP EIR, wastewater treatment capacity would be available to serve the proposed Project.

The Project site is within the service area of West Valley Water District (WVWD). Water service and a fire suppression line would be available from an existing WVWD water main located in Sierra Lakes Parkway.

The Project would construct onsite water lines to connect to the water main. The WSA prepared for the 2010 RSP EIR determined adequate water supply would be available to serve the Project. The 2015 San Bernardino Valley Regional Urban Water Management Plan (RUWMP) has been prepared to determine if adequate water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2040. The RUWMP has been prepared for Valley District, a wholesale water supplier, as well as the 10 retail purveyors, including the WVWD. Thus, the RUWMP serves as the 2015 UWMP for WVWD. The UWMP uses SCAG's adopted growth forecasts to project growth within the service area. SCAG's growth forecasts are based in part on the land uses and growth projections identified within City General Plans, which would include the RSP. The UWMP has determined that the WVWD would have adequate water supplies for normal year, single dry year and multiple dry year conditions. As the proposed Project is consistent with the land use and growth anticipated in the City's General Plan, the Project would be within the growth projections and associated water demand identified within the UWMP.

As described in the Hydrology and Water Quality section, development of the site with impervious surfaces would increase runoff when compared to existing conditions. The off-site roadway improvements would require the addition of storm drain inlets to capture stormwater associated with the proposed widening. The Project proposes an underground infiltration/detention system. Stormwater from three drainage management areas would be captured and conveyed to on-site inlets throughout the Project site. The flows would be diverted to three separate on-site underground infiltration/detention systems that would provide both a water quality BMP and storage facility to retain the 10-year storm event prior to infiltrating.

The Project would generate solid waste associated with construction and operation activities. However, the proposed Project would be required to comply with all State and local statutes regarding solid waste, potentially reducing the solid waste that would be disposed of at local landfills. The majority of the City's refuse is disposed of at the Mid-Valley Sanitary Landfill. The site has a maximum permitted daily capacity of 7,500 tons per day and a remaining capacity of 61.2 million cubic yards. The Project would generate approximately 195 pounds per day, which would be within the permitted daily capacity. Further, the Project would be consistent with the land use and development anticipated for the site and therefore, the solid waste that would be generated has been accounted for within the 2010 RSP EIR. Consistent with the 2010 RSP EIR, the proposed Project would be required to pay the applicable impact fees to offset the initial expense of capital improvements associated with providing utility services to the new development.

No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to utilities and service systems as a result of the proposed Project.

Applicable Mitigation Measures from the Final EIR: No significant adverse impacts were identified and no mitigation measures are necessary.

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¹⁰ CalRecycle, SWIS Facility/Site Activity Details, Mid-Valley Sanitary Landfill (36-AA-0055), <u>SWIS Facility/Site Activity Details (ca.gov)</u>, accessed July 12, 2021.

WILDFIRE

Final EIR

The Final EIR does not include a stand-alone Wildfire analysis section.

Proposed Project

In December 2018, the Natural Resources Agency revised Appendix G of the State CEQA Guidelines to include a checklist item relating to a project's impacts relating to Wildfire. In particular, Appendix G of the State CEQA Guidelines now includes a checklist item that provides:

- XX. <u>Wildfire</u>. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:
 - (a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
 - (b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
 - (c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
 - (d) Expose people or structure[s] to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The City certified the RSP Final EIR in 2010, several years before the above checklist item was added to the State CEQA Guidelines. As further discussed in the Cultural and Tribal Cultural Resources section, California courts have held that where a new guideline or threshold is adopted after the certification of an EIR, an Addendum to the EIR need not include additional environmental analysis relating to that guideline or threshold where the potential environmental impact at issue in the new guideline or threshold was known or could have been known at the time the EIR was certified. (See Citizens Against Airport Pollution, supra, 227 Cal.App.4th at p. 806; Concerned Dublin Citizens, supra, 214 Cal.App.4th at p. 1319-1320; Citizens for Responsible Equitable Environmental Development, supra, 196 Cal.App.4th at p. 532.)

Here, the impacts at issue in the above-referenced threshold (e.g., impacts relating to Wildfire) were known or could have been known when the RSP EIR was certified in 2010. The RSP Draft EIR references risks relating to Wildfires. (See, e.g., Draft EIR, pp. 4.3-33 [recognizing that air quality could be "further compromised by increases in wildfires" and climate change impacts could increase "conditions favorable to wildfires"]; 4.7-31 [identifying the RSP areas as having a "Low risk from wildland fires"]; 4.17-18 [discussing "changes in temperature and precipitation may combine to alter risks of wildfire"]; 5-16 [acknowledging "the likelihood of wildland fire in the area is relatively low" and "impacts of wildland fires to people or structures will be less than significant"].) Because potential impacts relating to Wildfire were known or could have been known when the RSP Final EIR was certified in 2010, California law does not require these impacts to be analyzed in this Addendum.

It is noted that the Project site is not located within or near a state responsibility area or lands classified as very high fire hazard severity zones. ¹¹ No new potentially significant impacts or substantial increase in the severity of impacts would occur with regard to wildfires as a result of the proposed Project.

September 2021 84 Final

669

¹¹ Office of the State Fire Marshal, Fire Hazard Severity Zone Maps, <u>Welcome to Fire Hazard Severity Zones Maps</u> (ca.gov), accessed July 13, 2021.

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RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING AN ADDENDUM THE RENAISSANCE **SPECIFIC PLAN FINAL** ENVIRONMENTAL IMPACT REPORT (ENVIRONMENTAL ASSESSMENT REVIEW NO. 2021-0016) FOR A PROJECT CONSISTING OF THE DEVELOPMENT AND OPERATION OF A PASSENGER VEHILCE FUEL STATION, A TRUCK FUEL STATION, A 14,697 SQUARE FOOT COMMERCIAL BUILDING WITH DRIVE-THRU SERVICE, A 6,375 SQUARE FOOT TRUCK SERVICE SHOP BUILDING, AND ASSOCIATED FUEL TANKS, PAVING, WALLS, FENCING. LIGHTING, **SCREEN** LANDSCAPING, AND DRAINAGE IMPROVEMENTS ON 13.22 ACRES OF LAND (APN: 1119-241-28) LOCATED AT THE SOUTHWEST CORNER OF ALDER AVENUE AND SIERRA LAKES PARKWAY WITHIN THE FREEWAY INCUBATOR (FI) LAND USE DISTRICT OF THE RENAISSANCE SPECIFIC PLAN.

WHEREAS, the applicant, Rialto Travel Center, proposes to develop a passenger vehicle fuel station consisting of a 5,519 square foot canopy with seven (7) fuel dispensers underneath, a truck fuel station consisting of a 3,544 square foot canopy with nine (9) fuel dispensers underneath, a 14,697 square foot commercial building with drive-thru service, a 6,375 square foot truck service shop building, and associated fuel tanks, paving, screen walls, fencing, lighting, landscaping, and drainage improvements ("Project") on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan ("Site"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0009 to facilitate the development and operation of a passenger vehicle fuel station consisting of a 5,519 square foot canopy with seven (7) fuel dispensers underneath on the Site ("CDP No. 2021-0009"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0010 to facilitate the development and operation of a truck fuel station consisting of a 3,544 square foot canopy with nine (9) fuel dispensers underneath on the Site ("CDP No. 2021-0010"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0011 to facilitate the development and operation of a 12,297 square foot convenience market/travel center within a proposed 14,697 square foot commercial building on the Site ("CDP No. 2021-0011"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0012 to facilitate the development and operation of a 2,400 square foot restaurant with drive-thru service within a proposed 14,697 square foot commercial building on the Site ("CDP No. 2021-0012"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0013 to facilitate the development and operation of a 6,375 square foot truck service shop building on the Site ("CDP No. 2021-0013"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0014 to facilitate the sale of beer and wine for off-site consumption from a proposed 12,297 square foot convenience market/travel center on the Site ("CDP No. 2021-0014"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Precise Plan of Design No. 2021-0013 to facilitate the development of a passenger vehicle fuel station consisting of a 5,519 square foot canopy with seven (7) fuel dispensers underneath, a truck fuel station consisting of a 3,544 square foot canopy with nine (9) fuel dispensers underneath, a 14,697 square foot commercial building with drive-thru service, a 6,375 square foot truck service shop building, and associated fuel tanks, paving, screen walls, fencing, lighting, landscaping, and drainage improvements on the Site ("PPD No. 2021-0013"); and

WHEREAS, pursuant to the provisions of California Environmental Quality Act (CEQA) Section 15164(a), Public Resources Code Sections 21000 et. seq. ("CEQA"), the State's CEQA Guidelines, California Code of Regulations, Title 14, Section 15000 et. seq., and Government Code Section 65962.5(f) (Hazardous Waste and Substances Statement), the City reviewed an Addendum to Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) prepared by De Novo Planning Group, Inc., Exhibit "A"

hereto, and determined that the proposed Project would result in no new significant impacts that were not analyzed in the Renaissance Specific Plan Final Environmental Impact Report ("RSP FEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with proposed Project would either be the same or less than those described in the RSP FEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the RSP FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified; and

WHEREAS, the City mailed public hearing notices for the proposed Project to all property owners within 1,000 feet of the project site, and published the public hearing notice in the San Bernardino Sun newspaper as required by State law; and

WHEREAS, on October 13, 2021, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on the Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016), CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, CDP No. 2021-0014, and PPD No. 2021-0013, took testimony, at which time it received input from staff, the city attorney, and the Applicant; heard public testimony; discussed the proposed Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016), CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, CDP No. 2021-0014, and PPD No. 2021-0013; and closed the public hearing; and

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

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

SECTION 1: The Planning Commission hereby finds all of the above recitals to be true and correct.

SECTION 2: The City of Rialto is the Lead Agency for the Project, as determined by CEQA. Based on the Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) and the accompanying technical studies, it has been determined that:

- 1. There are no substantial changes to the Project or the circumstances under which the Project will be carried out that will require major revisions to the previously certified EIR.
- 2. The Project will not result in new significant environmental effects or substantial increases in the severity of previously identified significant effects.
- 3. There is no new information substantial importance, which was known or could have been known with the exercise of reasonable diligence at the time the previous EIR was certified.
- 4. The Project will not have any significant effects that are not identified and discussed in the previously certified EIR, and there are no newly feasible, or considerably different, mitigation measures or alternatives which would substantially reduce one or more significant effects of the Project which the applicant declines to adopt.

SECTION 3: The Planning Commission hereby adopts the Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016), attached hereto as Exhibit "A", prepared in accordance with CEQA for the Project.

<u>SECTION 4:</u> 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 13th day of October, 2021.

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 theth day of, 2021.
8	Upon motion of Planning Commissioner, seconded by Planning Commissioner
9	, the foregoing Resolution Nowas 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 <u>th</u> day of <u></u> , 2021.
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20	ADRIANNA MARTINEZ, ADMINISTRATIVE ASSISTANT
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Exhibit "A"

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RESOLUTION NO. <u>2021-XX</u>

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2021-0009 TO ALLOW THE DEVELOPMENT OF A PASSENGER VEHICLE FUEL STATION ON 13.22 ACRES OF LAND (APN: 1119-241-28) LOCATED AT THE SOUTHWEST CORNER OF ALDER AVENUE AND SIERRA LAKES PARKWAY WITHIN THE **FREEWAY INCUBATOR** (FI) LAND **USE** DISTRICT OF THE RENAISSANCE SPECIFIC PLAN.

WHEREAS, the applicant, Rialto Travel Center, proposes to develop a passenger vehicle fuel station ("Project") on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan ("Site"); and

WHEREAS, the Project will be comprised of seven (7) fuel dispensers and a 5,519 square foot overhead canopy; and

WHEREAS, Pursuant to Table 3-2 (General Permitted Uses) of the Renaissance Specific Plan, the Project requires a Conditional Development Permit, and the applicant has applied for Conditional Development Permit No. 2021-0009 ("CDP No. 2021-0009"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0010 to facilitate the development and operation of a truck fuel station consisting of a 3,544 square foot canopy with nine (9) fuel dispensers underneath on the Site ("CDP No. 2021-0010"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0011 to facilitate the establishment of a 12,297 square foot convenience market/travel center within a proposed 14,697 square foot commercial building on the Site ("CDP No. 2021-0011"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0012 to facilitate the establishment of a 2,400 square foot restaurant with drive-thru service within a proposed 14,697 square foot commercial building on the Site ("CDP No. 2021-0012"); and

 WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0013 to facilitate the development and operation of a 6,375 square foot truck service shop building on the Site ("CDP No. 2021-0013"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0014 to facilitate the sale of beer and wine for off-site consumption from a proposed 12,297 square foot convenience market/travel center on the Site ("CDP No. 2021-0014"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Precise Plan of Design No. 2021-0013 to facilitate the development of a passenger vehicle fuel station consisting of a 5,519 square foot canopy with seven (7) fuel dispensers underneath, a truck fuel station consisting of a 3,544 square foot canopy with nine (9) fuel dispensers underneath, a 14,697 square foot commercial building with drive-thru service, a 6,375 square foot truck service shop building, and associated fuel tanks, paving, screen walls, fencing, lighting, landscaping, and drainage improvements on the Site ("PPD No. 2021-0013"); and

WHEREAS, on October 13, 2021, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, CDP No. 2021-0014, and PPD No. 2021-0013, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, CDP No. 2021-0013, and Closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2021-0009, including written staff reports,

verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2021-0009 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The Project is anticipated to be a benefit to the community and an improvement to the surrounding area by providing additional fueling choices for consumers at a convenient location near the Alder Avenue and SR-210 Interchange, which is one of the most traversed areas in the City of Rialto. The Project will provide a more diverse economic base for the surrounding area and will provide necessary goods and services for residents and travelers within the City.

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

This finding is supported by the following facts:

The project site is bound by Sierra Lakes Parkway on the north and Alder Avenue on the east. To the north, across Sierra Lakes parkway, is a rock quarry, and to the east, across Alder Avenue, is a Shell fuel station. To the south is a San Bernardino County Flood Control Channel, and to the west is approximately 3.14 acres of vacant land. The Project is consistent with the underlying FI land use designation. The nearby area is predominantly designated for and developed with commercial and industrial uses, and as a result, there are no sensitive land uses near the project site. Regardless, features and measures, such as landscape buffering and safety measures listed within the Crime Prevention Plan will be maintained/implemented. Additionally, 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.

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

This finding is supported by the following facts:

The Site is 13.22 acres in size, fairly level, and adjacent to two (2) arterial streets, which are able to accommodate the Project. The development will have five (5) points of access – five (5) driveways connected directly to Sierra Lakes Parkway. The three (3) westerly driveways

and easterly driveway along Sierra Lakes Parkway will allow full access movements, while the second driveway from the east along Sierra Lakes Parkway will limit access to left-out/right-out only.

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

This finding is supported by the following facts:

The Site has adequate access to all utilities and services required through main water, electric, sewer, and other utility lines that will be hooked up to the Site as part of the proposed Project.

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

This finding is supported by the following facts:

The use is consistent with the underlying FI land use designation of the Renaissance Specific Plan. The Project will feature high-quality building exteriors designed in compliance with the City's Design Guidelines. Landscaping has been abundantly incorporated into the site. The landscape coverage for the Project is 29.0 percent, which greatly exceeds the minimum required amount of 10.0 percent. Landscape planters containing trees spaced every thirty (30) linear feet will be installed along the entire perimeter of the Site to provide a buffer between surrounding properties and the public right-of-way. Furthermore, the Project includes the installation of 132 passenger vehicle parking spaces, which exceeds the minimum parking requirement of 87 parking spaces required by Table 3-6 (Parking Standards) of the Renaissance Specific Plan.

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

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein, and through the implementation of Conditions of Approval imposed by the Planning Commission on the Precise Plan of Design, such as extensive landscaping, decorative paving, and enhanced architectural features. The development of a passenger vehicle fuel station, a truck fuel station, a convenience market/travel center, a truck service shop, and restaurant with drive-thru service along arterial streets, such as Alder Avenue and Sierra Lakes Parkway, will provide additional employment opportunities and a convenient location for residents and visitors to purchase fuel and other goods. Additionally, the applicant will implement landscape buffering and a Crime

Prevention Plan, which has been endorsed by the Rialto Police Department, as a means to minimize crime and nuisance activities generated by the Project. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. An Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Renaissance Specific Plan Final Environmental Impact Report ("RSP FEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with the proposed Project would either be the same or less than those described in the RSP FEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the RSP FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) for the Project.

SECTION 4. CDP No. 2021-0009 is hereby granted to Rialto Travel Center, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The applicant is granted CDP No. 2021-0009 allowing the development of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use designation of the Renaissance Specific Plan, as shown on the plans attached as Exhibit A, and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.

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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 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. 2021-0009.
- 4. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.
- 5. The applicant shall complete and abide by all mitigation measures contained within the Mitigation Monitoring and Reporting Program associated with the Environmental Assessment Review No. 2021-0016.
- 6. The applicant shall secure the services of a tribal cultural monitor to be present during all ground disturbance activities associated with the construction of this project. The tribal

cultural monitor shall be approved by the Gabrieleño Band of Mission Indians-Kizh Nation, and documentation of coordination between the applicant and the Gabrieleño Band of Mission Indians-Kizh Nation on this matter shall be provided to the Planning Division prior to the issuance of a grading permit.

- 7. The applicant shall install signage throughout the Site informing drivers that idling of vehicles long than five (5) consecutive minutes is not permitted, as required by the South Coast Air Quality Management District, prior to the issuance of a Certificate of Occupancy.
- 8. The applicant shall install decorative pavement within the easterly driveway connected to Sierra Lakes Parkway. The decorative pavement shall extend across the entire width of the driveway and shall have a minimum depth of twenty (20) feet as measured from the property line along Sierra Lakes Parkway. 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, and it shall also be identified on the site plan within the formal building plan check submittal prior to the issuance of building permits. The type of decorative pavement shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.
- 9. In order to provide enhanced building design in accordance with Chapter 18.61 (Design Guidelines) of the Rialto Municipal Code, the applicant shall route any downspouts through the interior of the canopy and columns. The internal downspouts shall be identified within the formal building plan check submittal prior to the issuance of building permits.
- 10. Any new walls, including any retaining walls, shall be comprised of decorative masonry block. Decorative masonry block means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Pilasters shall be incorporated within all new walls. The pilasters shall be spaced a maximum of seventy (70) feet on-center and shall be placed at all corners and ends of the wall. All pilasters shall protrude a minimum of one (1) block course above the wall and a minimum of six (6) inches to the side of the wall. All decorative masonry walls and pilasters, including retaining walls, shall include a decorative masonry cap. All walls and pilasters shall be identified on the site plan, and an elevation detail for the walls shall be included in the formal building plan check submittal prior to the issuance of building permits.
- 11. Any new fencing installed on site shall be comprised of tubular steel. Decorative masonry or decorative concrete pilasters, with a minimum dimension of sixteen (16) inch square, shall be incorporated within all new fencing visible from any public right-of-way. Decorative masonry block means tan slumpstone block, tan split-face block, or precision block with a stucco, plaster, or cultured stone finish. Decorative concrete means painted concrete with patterns, reveals, and/or trim lines. The pilasters shall be spaced a maximum of seventy (70) feet on-center and shall be placed at all corners and ends of the fencing.

All decorative masonry pilasters shall include a decorative masonry cap. All fencing and pilasters shall be identified on the site plan, and an elevation detail for the fencing and pilasters shall be included in the formal building plan check submittal prior to the issuance of building permits.

- 12. Any new fencing along the frontages of Alder Avenue and Sierra Lakes Parkway shall be installed at the rear of the landscape setbacks along those street frontages. This will ensure unobstructed visibility of the Project's landscaping along Alder Avenue and Sierra Lakes Parkway.
- 13. The exterior of the trash enclosure shall match the color and materials of the buildings on-site or be comprised of decorative masonry block. Decorative masonry block means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Additionally, the trash enclosure shall contain solid steel doors and a flat solid cover. Corrugated metal and chain-link are not acceptable materials to use as a part of the trash enclosure. An elevation detail for the trash enclosure shall be provided within formal building plan check submittal prior to the issuance of building permits.
- 14. The applicant shall obtain all necessary approvals from the Hazardous Materials Division of San Bernardino County Fire (HMD) for the installation of the underground storage tanks (UST's) for the purpose of fuel storage on the Site, prior to the issuance of a building permit for the passenger vehicle fuel station overhead canopy. The UST's shall be installed and permanently maintained to the standards and requirements of the HMD.
- 15. The exterior of any healy tank enclosure shall match the color and materials of the buildings on-site or be comprised of decorative masonry block. Decorative masonry block means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Additionally, the healy tank enclosure shall contain solid steel doors and a trellis or solid cover. Corrugated metal and chain-link are not acceptable materials to use within the healy tank enclosure. An elevation detail for the healy tank enclosure shall be provided within formal building plan check submittal prior to the issuance of building permits.
- 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 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.

- 18. The applicant shall plant one (1) tree every three (3) parking spaces. All parking lot trees shall be a minimum of fifteen (15) gallons in size, upon initial planting. Thereafter, the parking lot trees shall be permanently irrigated and maintained. All parking lot tree species shall consist of evergreen broadleaf trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 19. The applicant shall plant one (1) tree every thirty (30) feet on-center within the on-site landscape setbacks along Sierra Lakes Parkway and Alder Avenue. All trees within the landscape setbacks shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the landscape setback shall be permanently irrigated and maintained. At least fifty (50) percent of the trees within the setbacks shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 20. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Alder Avenue. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parkway shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Alder Avenue shall be the Hymenosporum Flavum "Wedding Tree", the Pistachia Chinensis "Chinese Pistache", and/or the Koelrueteria Bipinnata "Chinese Lantern". The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits
- 21. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Sierra Lakes Parkway. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parkway shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Sierra Lakes Parkway shall be the Hymenosporum Flavum "Wedding Tree" and/or the Pistachia Chinensis "Chinese Pistache". The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.
- 22. The applicant shall plant a row of shrubs at the rear of the landscape setbacks along Alder Avenue and Sierra Lakes Parkway for the purpose of creating a solid hedge to screen the headlights of vehicles from within the Site. All of the shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the shrubs shall be permanently irrigated and maintained into a continuous box-shape along the entire length of the landscape setbacks with a height of no less than three and one-half (3.5) feet above the finished grade. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

- 23. The applicant shall plant shrubs that surround all ground mounted equipment and utility boxes, including transformers, fire-department connections, backflow devices, etc. for the purpose of providing screening of said equipment and utility boxes. All equipment and utility box screen shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the equipment and utility box screen shrubs shall be permanently irrigated and maintained into a continuous box-shape with a height of no less than three and one-half (3.5) feet above the finished grade. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 24. The applicant shall plant a substantial amount of trees, shrubs, and groundcover throughout all land on-site and off-site (adjacent to the project site) that is not covered by structures, walkways, parking areas, and driveways. Trees shall be planted a minimum of thirty (30) feet on-center, and all shrubs and groundcover shall be planted an average of three (3) feet on-center or less. All trees shall be minimum of fifteen (15) gallons in size upon initial planting, unless otherwise specified herein. At least fifty (50) percent of the trees shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. All shrubs shall be a minimum of one (1) gallon in size, unless otherwise specified herein. All planter areas shall receive a minimum two (2) inch thick layer of brown bark, organic mulch, and/or decorative rock upon initial planting. Pea gravel and decomposed granite are not acceptable materials to use within planter areas. All planter areas on-site shall be permanently irrigated and maintained. The planting and irrigation shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 25. 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.
- 26. The applicant shall install "No Stopping Anytime" R26A(S)(CA) signage along the entire project frontages of Alder Avenue and Sierra Lakes Parkway, as required by the City Engineer, prior to the issuance of a Certificate of Occupancy
- 27. Any tubular steel fencing and/or sliding gates shall be painted black prior to the issuance of a Certificate of Occupancy.
- 28. All non-glass doors shall be painted to match the color of the adjacent wall prior to the issuance of a Certificate of Occupancy.
- 29. All signage on the canopy shall comply with Section 5 (Signs) of the Renaissance Specific Plan or any subsequent Master Sign Program for the Site.

- 30. The applicant shall obtain all necessary approvals and operating permits from all Federal, State, and local agencies and provide proof thereof to the City prior to the issuance of a Certificate of Occupancy.
- 31. The privileges granted by the Planning Commission pursuant to approval of this Conditional Development Permit are valid for one (1) year from the effective date of approval. If the applicant fails to commence the project within one year of said effective date, this conditional development permit shall be null and void and any privileges granted hereunder shall terminate automatically. If the applicant or his or her successor in interest commence the project within one year of the effective date of approval, the privileges granted hereunder will continue inured to the property as long as the property is used for the purpose for which the conditional development permit was granted, and such use remains compatible with adjacent property uses.
- 32. Approval of CDP No. 2021-0009 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.
- 33. In the event, that any operation on the Site is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, loitering, criminal activity or other undesirable characteristics including, but not strictly limited to, uses which are or have become offensive to neighboring property or the goals and objectives of the Freeway Incubator (FI) land use district of the Renaissance Specific Plan, and/or the City's General Plan, the applicant shall address the issues within forty-eight (48) hours of being notified by the City.
- 34. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, CDP No. 2021-0014, or PPD No. 2021-0013, the Planning Commission may initiate proceedings to revoke the conditional development permit in accordance with the provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto Municipal Code. Conditional Development Permit No. 2021-0009 may be revoked, suspended or modified in accordance with Section 18.66.070 of the Zoning Ordinance at the discretion of the Planning Commission if:
 - a) The use for which such approval was granted has ceased to exist, been subsequently modified, or has been suspended for six (6) months or more;
 - b) Any of the express conditions or terms of such permit are violated;
 - c) The use for which such approval was granted becomes or is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, loitering, criminal activity or other undesirable characteristics including, but not strictly limited to uses which are or have become offensive to neighboring property or the goals and

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3	STATE OF CALIFORNIA)
4	COUNTY OF SAN BERNARDINO) ss
5	CITY OF RIALTO)
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7	I, Adrianna Martinez, Administrat	tive Assistant of the City of Rialto, do hereby certify that
8	the foregoing Resolution No was du	ly passed and adopted at a regular meeting of the Planning
9	Commission of the City of Rialto held on	the <u>th</u> day of, 2021.
10	Upon motion of Planning Comr	missioner, seconded by Planning Commissioner
11	, the foregoing Resolution Nov	was duly passed and adopted.
12	Vote on the motion:	
13	AYES:	
14	NOES:	
15	ABSENT:	
16	IN WITNESS WHEREOF, I have	hereunto set my hand and the Official Seal of the City of
17	Rialto this <u>th</u> day of <u>,</u> 2021.	
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22	ADRIANN	NA MARTINEZ, ADMINISTRATIVE ASSISTANT
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-14-

"Exhibit A"

RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2021-0010 TO ALLOW THE DEVELOPMENT OF A TRUCK FUEL STATION ON 13.22 ACRES OF LAND (APN: 1119-241-28) LOCATED AT THE SOUTHWEST CORNER OF ALDER AVENUE AND SIERRA LAKES PARKWAY WITHIN THE FREEWAY INCUBATOR (FI) LAND USE DISTRICT OF THE RENAISSANCE SPECIFIC PLAN.

WHEREAS, the applicant, Rialto Travel Center, proposes to develop a truck fuel station ("Project") on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan ("Site"); and

WHEREAS, the Project will be comprised of nine (9) fuel dispensers and a 3,544 square foot overhead canopy; and

WHEREAS, Pursuant to Table 3-2 (General Permitted Uses) of the Renaissance Specific Plan, the Project requires a Conditional Development Permit, and the applicant has applied for Conditional Development Permit No. 2021-0010 ("CDP No. 2021-0010"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0009 to facilitate the development and operation of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy on the Site ("CDP No. 2021-0009"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0011 to facilitate the establishment of a 12,297 square foot convenience market/travel center within a proposed 14,697 square foot commercial building on the Site ("CDP No. 2021-0011"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0012 to facilitate the establishment of a 2,400 square foot restaurant with drive-thru service within a proposed 14,697 square foot commercial building on the Site ("CDP No. 2021-0012"); and

Development Permit No. 2021-0013 to facilitate the development and operation of a 6,375 square foot truck service shop building on the Site ("CDP No. 2021-0013"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0014 to facilitate the sale of beer and wine for off-site consumption from a proposed 12,297 square foot convenience market/travel center on the Site ("CDP No. 2021-0014"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Precise Plan of Design No. 2021-0013 to facilitate the development of a passenger vehicle fuel station consisting of a 5,519 square foot canopy with seven (7) fuel dispensers underneath, a truck fuel station consisting of a 3,544 square foot canopy with nine (9) fuel dispensers underneath, a 14,697 square foot commercial building with drive-thru service, a 6,375 square foot truck service shop building, and associated fuel tanks, paving, screen walls, fencing, lighting, landscaping, and drainage improvements on the Site ("PPD No. 2021-0013"); and

WHEREAS, on October 13, 2021, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2021-0010, CDP No. 2021-0009, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, CDP No. 2021-0014, and PPD No. 2021-0013, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2021-0010, CDP No. 2021-0009, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, CDP No. 2021-0013, and Closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2021-0010, including written staff reports,

 verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2021-0010 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The Project is anticipated to be a benefit to the community and an improvement to the surrounding area by providing additional fueling choices for trucks and other commercial vehicles at a convenient location near the Alder Avenue and SR-210 Interchange, which is one of the most traversed areas in the City of Rialto. The Project will provide a more diverse economic base for the surrounding area and will provide necessary goods and services for residents and travelers within the City.

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

This finding is supported by the following facts:

The project site is bound by Sierra Lakes Parkway on the north and Alder Avenue on the east. To the north, across Sierra Lakes parkway, is a rock quarry, and to the east, across Alder Avenue, is a Shell fuel station. To the south is a San Bernardino County Flood Control Channel, and to the west is approximately 3.14 acres of vacant land. The Project is consistent with the underlying FI land use designation. The nearby area is predominantly designated for and developed with commercial and industrial uses, and as a result, there are no sensitive land uses near the project site. Regardless, features and measures, such as landscape buffering and safety measures listed within the Crime Prevention Plan will be maintained/implemented. Additionally, 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.

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

This finding is supported by the following facts:

The Site is 13.22 acres in size, fairly level, and adjacent to two (2) arterial streets, which are able to accommodate the Project. The development will have five (5) points of access – five (5) driveways connected directly to Sierra Lakes Parkway. The three (3) westerly driveways

and easterly driveway along Sierra Lakes Parkway will allow full access movements, while the second driveway from the east along Sierra Lakes Parkway will limit access to left-out/right-out only.

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

This finding is supported by the following facts:

The Site has adequate access to all utilities and services required through main water, electric, sewer, and other utility lines that will be hooked up to the Site as part of the proposed Project.

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

This finding is supported by the following facts:

The proposed use is consistent with the underlying FI land use designation of the Renaissance Specific Plan. The Project will feature high-quality building exteriors designed in compliance with the City's Design Guidelines. Landscaping has been abundantly incorporated into the site. The landscape coverage for the Project is 29.0 percent, which greatly exceeds the minimum required amount of 10.0 percent. Landscape planters containing trees spaced every thirty (30) linear feet will be installed along the entire perimeter of the Site to provide a buffer between surrounding properties and the public right-of-way. Furthermore, the Project includes the installation of 132 passenger vehicle parking spaces and 91 truck parking spaces, which exceeds the minimum parking requirement of 87 parking spaces required by Table 3-6 (Parking Standards) of the Renaissance Specific Plan.

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

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein, and through the implementation of Conditions of Approval imposed by the Planning Commission on the Precise Plan of Design, such as extensive landscaping and enhanced architectural features. The development of a truck fuel station, a passenger vehicle fuel station, a convenience market/travel center, a truck service shop, and restaurant with drive-thru service along arterial streets, such as Alder Avenue and Sierra Lakes Parkway, will provide additional employment opportunities and a convenient location for residents and visitors to purchase fuel and other goods. Additionally, the

applicant will implement landscape buffering and a Crime Prevention Plan, which has been endorsed by the Rialto Police Department, as a means to minimize crime and nuisance activities generated by the Project. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. An Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Renaissance Specific Plan Final Environmental Impact Report ("RSP FEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with the proposed Project would either be the same or less than those described in the RSP FEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the RSP FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) for the Project.

<u>SECTION 4.</u> CDP No. 2021-0010 is hereby granted to Rialto Travel Center, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

- 1. The applicant is granted CDP No. 2021-0010 allowing the development of a truck fuel station consisting of nine (9) fuel dispensers and a 3,544 square foot overhead canopy on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use designation of the Renaissance Specific Plan, as shown on the plans attached as Exhibit A, and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.
- 2. City inspectors shall have access to the site to reasonably inspect the site during normal working hours to assure compliance with these conditions and other codes.

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- 3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the Project (collectively, the "Entitlements"), whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. This condition to indemnify, protect, defend, and hold the City harmless shall include, but not limited to (i) damages, fees and/or costs awarded against the City, if any, and (ii) cost of suit, attorneys' fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant, Property owner, or the City and/or other parties initiating or bringing such proceeding (collectively, subparts (i) and (ii) are the "Damages"). Notwithstanding anything to the contrary contained herein, the Applicant shall not be liable to the City Parties under this indemnity to the extent the Damages incurred by any of the City Parties in such Action(s) are a result of the City Parties' fraud, intentional misconduct or gross negligence in connection with issuing the Entitlements. The applicant shall execute an agreement to indemnify, protect, defend, and hold the City harmless as stated herein within five (5) days of approval of CDP No. 2021-0010.
- 4. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.
- 5. The applicant shall complete and abide by all mitigation measures contained within the Mitigation Monitoring and Reporting Program associated with the Environmental Assessment Review No. 2021-0016.
- 6. The applicant shall secure the services of a tribal cultural monitor to be present during all ground disturbance activities associated with the construction of this project. The tribal cultural monitor shall be approved by the Gabrieleño Band of Mission Indians-Kizh Nation, and documentation of coordination between the applicant and the Gabrieleño

Band of Mission Indians-Kizh Nation on this matter shall be provided to the Planning Division prior to the issuance of a grading permit.

- 7. The applicant shall install signage throughout the Site informing drivers that idling of vehicles long than five (5) consecutive minutes is not permitted, as required by the South Coast Air Quality Management District, prior to the issuance of a Certificate of Occupancy.
- 8. In order to provide enhanced building design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall route any downspouts through the interior of the canopy and columns. The internal downspouts shall be identified within the formal building plan check submittal prior to the issuance of building permits.
- 9. Any new walls, including any retaining walls, shall be comprised of decorative masonry block. Decorative masonry block means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Pilasters shall be incorporated within all new walls. The pilasters shall be spaced a maximum of seventy (70) feet on-center and shall be placed at all corners and ends of the wall. All pilasters shall protrude a minimum of one (1) block course above the wall and a minimum of six (6) inches to the side of the wall. All decorative masonry walls and pilasters, including retaining walls, shall include a decorative masonry cap. All walls and pilasters shall be identified on the site plan, and an elevation detail for the walls shall be included in the formal building plan check submittal prior to the issuance of building permits.
- 10. Any new fencing installed on site shall be comprised of tubular steel. Decorative masonry or decorative concrete pilasters, with a minimum dimension of sixteen (16) inch square, shall be incorporated within all new fencing visible from any public right-of-way. Decorative masonry block means tan slumpstone block, tan split-face block, or precision block with a stucco, plaster, or cultured stone finish. Decorative concrete means painted concrete with patterns, reveals, and/or trim lines. The pilasters shall be spaced a maximum of seventy (70) feet on-center and shall be placed at all corners and ends of the fencing. All decorative masonry pilasters shall include a decorative masonry cap. All fencing and pilasters shall be identified on the site plan, and an elevation detail for the fencing and pilasters shall be included in the formal building plan check submittal prior to the issuance of building permits.
- 11. Any new fencing along the frontages of Alder Avenue and Sierra Lakes Parkway shall be installed at the rear of the landscape setbacks along those street frontages. This will ensure unobstructed visibility of the Project's landscaping along Alder Avenue and Sierra Lakes Parkway.
- 12. The exterior of the trash enclosure shall match the color and materials of the buildings onsite or be comprised of decorative masonry block. Decorative masonry block means tancolored slumpstone block, tan-colored split-face block, or precision block with a stucco,

plaster, or cultured stone finish. Additionally, the trash enclosure shall contain solid steel doors and a flat solid cover. Corrugated metal and chain-link are not acceptable materials to use as a part of the trash enclosure. An elevation detail for the trash enclosure shall be provided within formal building plan check submittal prior to the issuance of building permits.

- 13. The applicant shall obtain all necessary approvals from the Hazardous Materials Division of San Bernardino County Fire (HMD) for the installation of the aboveground storage tanks for the purpose of fuel storage on the Site, prior to the issuance of a building permit for the overhead canopy. The aboveground storage tanks shall be installed and permanently maintained to the standards and requirements of the HMD.
- 14. The applicant shall submit and implement an Emergency Response Plan (ERP), to address and/or manage potential spills, releases, or emergency events.
- 15. The exterior of any healy tank enclosure shall match the color and materials of the buildings on-site or be comprised of decorative masonry block. Decorative masonry block means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Additionally, the healy tank enclosure shall contain solid steel doors and a trellis or solid cover. Corrugated metal and chain-link are not acceptable materials to use within the healy tank enclosure. An elevation detail for the healy tank enclosure shall be provided within formal building plan check submittal prior to the issuance of building permits.
- 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 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.
- 18. The applicant shall plant one (1) tree every three (3) parking spaces. All parking lot trees shall be a minimum of fifteen (15) gallons in size, upon initial planting. Thereafter, the parking lot trees shall be permanently irrigated and maintained. All parking lot tree species shall consist of evergreen broadleaf trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 19. The applicant shall plant one (1) tree every thirty (30) feet on-center within the on-site landscape setbacks along Sierra Lakes Parkway and Alder Avenue. All trees within the landscape setbacks shall be a minimum of twenty-four (24) inch box in size, upon initial

planting. Thereafter, the trees within the landscape setback shall be permanently irrigated and maintained. At least fifty (50) percent of the trees within the setbacks shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

- 20. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Alder Avenue. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parkway shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Alder Avenue shall be the Hymenosporum Flavum "Wedding Tree", the Pistachia Chinensis "Chinese Pistache", and/or the Koelrueteria Bipinnata "Chinese Lantern". The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.
- 21. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Sierra Lakes Parkway. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parkway shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Sierra Lakes Parkway shall be the Hymenosporum Flavum "Wedding Tree" and/or the Pistachia Chinensis "Chinese Pistache". The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.
- 22. The applicant shall plant a row of shrubs at the rear of the landscape setbacks along Alder Avenue and Sierra Lakes Parkway for the purpose of creating a solid hedge to screen the headlights of vehicles from within the Site. All of the shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the shrubs shall be permanently irrigated and maintained into a continuous box-shape along the entire length of the landscape setbacks with a height of no less than three and one-half (3.5) feet above the finished grade. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 23. The applicant shall plant shrubs that surround all ground mounted equipment and utility boxes, including transformers, fire-department connections, backflow devices, etc. for the purpose of providing screening of said equipment and utility boxes. All equipment and utility box screen shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the equipment and utility box screen shrubs shall be permanently irrigated and maintained into a continuous box-shape with a height of no less than three and one-half (3.5) feet above the finished grade. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

- 24. The applicant shall plant a substantial amount of trees, shrubs, and groundcover throughout all land on-site and off-site (adjacent to the project site) that is not covered by structures, walkways, parking areas, and driveways. Trees shall be planted a minimum of thirty (30) feet on-center, and all shrubs and groundcover shall be planted an average of three (3) feet on-center or less. All trees shall be minimum of fifteen (15) gallons in size upon initial planting, unless otherwise specified herein. At least fifty (50) percent of the trees shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. All shrubs shall be a minimum of one (1) gallon in size, unless otherwise specified herein. All planter areas shall receive a minimum two (2) inch thick layer of brown bark, organic mulch, and/or decorative rock upon initial planting. Pea gravel and decomposed granite are not acceptable materials to use within planter areas. All planter areas on-site shall be permanently irrigated and maintained. The planting and irrigation shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 25. 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.
- 26. The applicant, landlord, operator(s) and/or tenant(s) shall ensure that all inbound truck and commercial vehicle traffic that requires temporary queuing do so on-site. Inbound truck and commercial vehicle traffic waiting to utilize the truck fuel station shall not queue on any public street at any time. Activities on-site shall not operate in such a manner that would impact traffic lanes, cause back up of vehicles into the public-right-of-way, or create any unsafe conditions. Fire and Police access and passage around trucks queuing on-site shall be feasible at all times and activities shall not block parking areas, access or passage for disabled persons or emergency response vehicles.
- 27. The applicant shall install "No Stopping Anytime" R26A(S)(CA) signage along the entire project frontages of Alder Avenue and Sierra Lakes Parkway, as required by the City Engineer, prior to the issuance of a Certificate of Occupancy.
- 28. Any tubular steel fencing and/or sliding gates shall be painted black prior to the issuance of a Certificate of Occupancy.
- 29. All non-glass doors shall be painted to match the color of the adjacent wall prior to the issuance of a Certificate of Occupancy.
- 30. All signage on the canopy shall comply with Section 5 (Signs) of the Renaissance Specific Plan or any subsequent Master Sign Program for the Site.

- 31. The applicant shall obtain all necessary approvals and operating permits from all Federal, State, and local agencies and provide proof thereof to the City prior to the issuance of a Certificate of Occupancy.
- 32. The privileges granted by the Planning Commission pursuant to approval of this Conditional Development Permit are valid for one (1) year from the effective date of approval. If the applicant fails to commence the project within one year of said effective date, this conditional development permit shall be null and void and any privileges granted hereunder shall terminate automatically. If the applicant or his or her successor in interest commence the project within one year of the effective date of approval, the privileges granted hereunder will continue inured to the property as long as the property is used for the purpose for which the conditional development permit was granted, and such use remains compatible with adjacent property uses.
- 33. Approval of CDP No. 2021-0010 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.
- 34. In the event, that any operation on the Site is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, loitering, criminal activity or other undesirable characteristics including, but not strictly limited to, uses which are or have become offensive to neighboring property or the goals and objectives of the Freeway Incubator (FI) land use district of the Renaissance Specific Plan, and/or the City's General Plan, the applicant shall address the issues within forty-eight (48) hours of being notified by the City.
- 35. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2021-0010, CDP No. 2021-0009, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, CDP No. 2021-0014, or PPD No. 2021-0013, the Planning Commission may initiate proceedings to revoke the conditional development permit in accordance with the provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto Municipal Code. Conditional Development Permit No. 2021-0010 may be revoked, suspended or modified in accordance with Section 18.66.070 of the Zoning Ordinance at the discretion of the Planning Commission if:
 - a) The use for which such approval was granted has ceased to exist, been subsequently modified, or has been suspended for six (6) months or more;
 - b) Any of the express conditions or terms of such permit are violated;
 - c) The use for which such approval was granted becomes or is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, loitering, criminal activity or other undesirable characteristics including, but not strictly limited to uses which are or have become offensive to neighboring property or the goals and

objectives of the Freeway Incubator (FI) land use district of the Renaissance Specific Plan, and/or the City's General Plan. SECTION 5. The Chairman of the Planning Commission shall sign the passage and adoption of this resolution and thereupon the same shall take effect and be in force. PASSED, APPROVED AND ADOPTED this 13th day of October, 2021. FRANK GONZALEZ, CHAIR CITY OF RIALTO PLANNING COMMISSION

1	STATE OF CALIFORNIA)
2	COUNTY OF SAN BERNARDINO) ss
3	CITY OF RIALTO)
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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 theth day of, 2021.
8	Upon motion of Planning Commissioner, seconded by Planning Commissioner
9	, the foregoing Resolution Nowas 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 <u>th</u> day of <u></u> , 2021.
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20	ADRIANNA MARTINEZ, ADMINISTRATIVE ASSISTANT
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"Exhibit A"

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RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2021-0011 TO ALLOW THE **ESTABLISHMENT** OF A 12,297 **SQUARE** FOOT CONVENIENCE MARKET/TRAVEL CENTER WITHIN A PROPOSED 14,697 SQUARE FOOT COMMERCIAL BUILDING ON 13.22 ACRES OF LAND (APN: 1119-241-28) LOCATED AT THE SOUTHWEST CORNER OF ALDER AVENUE AND SIERRA LAKES PARKWAY WITHIN THE **FREEWAY INCUBATOR USE DISTRICT** (FI) LAND OF THE RENAISSANCE SPECIFIC PLAN.

WHEREAS, the applicant, Rialto Travel Center, proposes the establishment a 12,297 square foot convenience market/travel center ("Project") within a proposed 14,697 square foot commercial building on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan ("Site"); and

WHEREAS, the Project will be comprised of 12,297 square foot convenience market/travel center within a 14,697 square foot commercial building, sales of typical convenience-type goods, public restrooms, showers, laundry facilities, a TV lounge, 132 passenger vehicle parking spaces, 91 truck parking spaces; and

WHEREAS, pursuant to Table 3-2 (General Permitted Uses) of the Renaissance Specific Plan, the Project requires a Conditional Development Permit, and the applicant has applied for Conditional Development Permit No. 2021-0011 ("CDP No. 2021-0011"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0009 to facilitate the development and operation of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy on the Site ("CDP No. 2021-0009"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0010 to facilitate the development and operation of a truck fuel station consisting of a 3,544 square foot canopy with nine (9) fuel dispensers underneath on the Site ("CDP No. 2021-0010"); and

 WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0012 to facilitate the establishment of a 2,400 square foot restaurant with drive-thru service within a proposed 14,697 square foot commercial building on the Site ("CDP No. 2021-0012"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0013 to facilitate the development and operation of a 6,375 square foot truck service shop building on the Site ("CDP No. 2021-0013"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0014 to facilitate the sale of beer and wine for off-site consumption from a proposed 12,297 square foot convenience market/travel center on the Site ("CDP No. 2021-0014"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Precise Plan of Design No. 2021-0013 to facilitate the development of a passenger vehicle fuel station consisting of a 5,519 square foot canopy with seven (7) fuel dispensers underneath, a truck fuel station consisting of a 3,544 square foot canopy with nine (9) fuel dispensers underneath, a 14,697 square foot commercial building with drive-thru service, a 6,375 square foot truck service shop building, and associated fuel tanks, paving, screen walls, fencing, lighting, landscaping, and drainage improvements on the Site ("PPD No. 2021-0013"); and

WHEREAS, on October 13, 2021, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2021-0011, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0012, CDP No. 2021-0013, CDP No. 2021-0014, and PPD No. 2021-0013, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2021-0011, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0012, CDP No. 2021-0013, CDP No. 2021-0014, and PPD No. 2021-0013; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2021-0011, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2021-0011 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The Site is located at the intersection of Alder Avenue and Sierra Lakes Parkway/Casmalia Street, which is currently served by only one (1) other convenience market. The next nearest convenience market is located approximately 1.40 miles to the east of the Site. The Project is anticipated to be a benefit to the community and an improvement to the surrounding area by providing additional retail choices for consumers at a convenient location that is currently underserved. The Project will provide a more diverse economic base for the surrounding area and will provide necessary goods and services for the residents and travelers within the City.

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

This finding is supported by the following facts:

The project site is bound by Sierra Lakes Parkway on the north and Alder Avenue on the east. To the north, across Sierra Lakes parkway, is a rock quarry, and to the east, across Alder Avenue, is a Shell fuel station. To the south is a San Bernardino County Flood Control Channel, and to the west is approximately 3.14 acres of vacant land. The Project is consistent with the underlying FI land use designation. The nearby area is predominantly designated for and developed with commercial and industrial uses, and as a result, there are no sensitive land uses near the project site. Regardless, features and measures, such as landscape buffering and safety measures listed within the Crime Prevention Plan will be maintained/implemented. Additionally, 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.

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

This finding is supported by the following facts:

The Site is 13.22 acres in size, fairly level, and adjacent to two (2) arterial streets, which are able to accommodate the Project. The development will have five (5) points of access – five (5) driveways connected directly to Sierra Lakes Parkway. The three (3) westerly driveways and easterly driveway along Sierra Lakes Parkway will allow full access movements, while the second driveway from the east along Sierra Lakes Parkway will limit access to left-out/right-out only.

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

This finding is supported by the following facts:

The Site has adequate access to all utilities and services required through main water, electric, sewer, and other utility lines that will be hooked up to the Site as part of the proposed Project.

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

This finding is supported by the following facts:

The proposed use is consistent with the underlying FI land use designation of the Renaissance Specific Plan. The Project will feature high-quality building exteriors designed in compliance with the City's Design Guidelines. Landscaping has been abundantly incorporated into the site. The landscape coverage for the Project is 29.0 percent, which greatly exceeds the minimum required amount of 10.0 percent. Landscape planters containing trees spaced every thirty (30) linear feet will be installed along the entire perimeter of the Site to provide a buffer between surrounding properties and the public right-of-way. Furthermore, the Project includes the installation of 132 passenger vehicle parking spaces and 91 truck parking spaces, which exceeds the minimum parking requirement of 87 parking spaces required by Table 3-6 (Parking Standards) of the Renaissance Specific Plan.

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

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein, and through the implementation of Conditions of Approval imposed by the Planning Commission on the Precise Plan of Design, such as extensive landscaping and enhanced architectural features. The development of a truck fuel station, a passenger vehicle fuel station, a convenience market/travel center, a truck service shop, and restaurant with drive-thru service along arterial streets, such as Alder Avenue and Sierra Lakes Parkway, will provide additional employment opportunities and a convenient location for residents and visitors to purchase fuel and other goods. Additionally, the applicant will implement landscape buffering and a Crime Prevention Plan, which has been endorsed by the Rialto Police Department, as a means to minimize crime and nuisance activities generated by the Project. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. An Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Renaissance Specific Plan Final Environmental Impact Report ("RSP FEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with the proposed Project would either be the same or less than those described in the RSP FEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the RSP FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) for the Project.

SECTION 4. CDP No. 2021-0011 is granted to Rialto Travel Center, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The applicant is granted CDP No. 2021-0011 allowing the establishment of a 12,297 square foot convenience market/travel center within a proposed 14,697 square foot commercial building on 13.22 gross acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway

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Incubator (FI) land use designation of the Renaissance Specific Plan, as shown on the plans attached as Exhibit A, and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.

- 2. City inspectors shall have access to the site to reasonably inspect the site during normal working hours to assure compliance with these conditions and other codes.
- 3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the Project (collectively, the "Entitlements"), whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. This condition to indemnify, protect, defend, and hold the City harmless shall include, but not 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. 2021-0011.
- 4. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.

- 5. The applicant shall complete and abide by all mitigation measures contained within the Mitigation Monitoring and Reporting Program associated with the Environmental Assessment Review No. 2021-0016.
- 6. The applicant shall secure the services of a tribal cultural monitor to be present during all ground disturbance activities associated with the construction of this project. The tribal cultural monitor shall be approved by the Gabrieleño Band of Mission Indians-Kizh Nation, and documentation of coordination between the applicant and the Gabrieleño Band of Mission Indians-Kizh Nation on this matter shall be provided to the Planning Division prior to the issuance of a grading permit.
- 7. The applicant shall install decorative pavement within the easterly driveway connected to Sierra Lakes Parkway. The decorative pavement shall extend across the entire width of the driveway and shall have a minimum depth of twenty (20) feet as measured from the property line along Sierra Lakes Parkway. 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, and it shall also be identified on the site plan within the formal building plan check submittal prior to the issuance of building permits. The type of decorative pavement shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.
- 8. In order to provide enhanced building design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall route all downspouts through the interior of the 14,697 square foot commercial building. The internal downspouts shall be identified within the formal building plan check submittal prior to the issuance of building permits.
- 9. In order to provide enhanced building design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall construct parapet returns, at least five (5) feet in depth from the main wall plane, at all height variations on all four (4) sides of the 14,697 square foot commercial building. The parapet returns shall be demonstrated on the roof plans within the formal building plan check submittal prior to the issuance of building permits.
- 10. In order to provide enhanced building design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall provide internal roof access only for the building. The internal roof access shall be identified within the formal building plan check submittal prior to the issuance of building permits.
- 11. In order to provide enhanced site design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall install any required bollards shall be constructed in a decorative manner. The decorative design shall be consistent with the overall architecture of the project. The final design of any bollards shall be approved by the Planning Division prior to the issuance of building permits. An elevation detail for

any required bollards shall be included within the formal building plan check submittal prior to the issuance of building permits.

- 12. Any new walls, including any retaining walls, shall be comprised of decorative masonry block. Decorative masonry block means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Pilasters shall be incorporated within all new walls. The pilasters shall be spaced a maximum of seventy (70) feet on-center and shall be placed at all corners and ends of the wall. All pilasters shall protrude a minimum of one (1) block course above the wall and a minimum of six (6) inches to the side of the wall. All decorative masonry walls and pilasters, including retaining walls, shall include a decorative masonry cap. All walls and pilasters shall be identified on the site plan, and an elevation detail for the walls shall be included in the formal building plan check submittal prior to the issuance of building permits.
- 13. Any new fencing installed on site shall be comprised of tubular steel. Decorative masonry or decorative concrete pilasters, with a minimum dimension of sixteen (16) inch square, shall be incorporated within all new fencing visible from any public right-of-way. Decorative masonry block means tan slumpstone block, tan split-face block, or precision block with a stucco, plaster, or cultured stone finish. Decorative concrete means painted concrete with patterns, reveals, and/or trim lines. The pilasters shall be spaced a maximum of seventy (70) feet on-center and shall be placed at all corners and ends of the fencing. All decorative masonry pilasters shall include a decorative masonry cap. All fencing and pilasters shall be identified on the site plan, and an elevation detail for the fencing and pilasters shall be included in the formal building plan check submittal prior to the issuance of building permits.
- 14. Any new fencing along the frontages of Alder Avenue and Sierra Lakes Parkway shall be installed at the rear of the landscape setbacks along those street frontages. This will ensure unobstructed visibility of the Project's landscaping along Alder Avenue and Sierra Lakes Parkway.
- 15. The exterior of the trash enclosure shall match the color and materials of the buildings onsite or be comprised of decorative masonry block. Decorative masonry block means tancolored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Additionally, the trash enclosure shall contain solid steel doors and a flat solid cover. Corrugated metal and chain-link are not acceptable materials to use as a part of the trash enclosure. An elevation detail for the trash enclosure shall be provided within 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 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.
- 18. The applicant shall plant one (1) tree every three (3) parking spaces. All parking lot trees shall be a minimum of fifteen (15) gallons in size, upon initial planting. Thereafter, the parking lot trees shall be permanently irrigated and maintained. All parking lot tree species shall consist of evergreen broadleaf trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 19. The applicant shall plant one (1) tree every thirty (30) feet on-center within the on-site landscape setbacks along Sierra Lakes Parkway and Alder Avenue. All trees within the landscape setbacks shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the landscape setback shall be permanently irrigated and maintained. At least fifty (50) percent of the trees within the setbacks shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 20. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Alder Avenue. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parkway shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Alder Avenue shall be the Hymenosporum Flavum "Wedding Tree", the Pistachia Chinensis "Chinese Pistache", and/or the Koelrueteria Bipinnata "Chinese Lantern". The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.
- 21. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Sierra Lakes Parkway. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parkway shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Sierra Lakes Parkway shall be the Hymenosporum Flavum "Wedding Tree" and/or the Pistachia Chinensis "Chinese Pistache". The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.
- 22. The applicant shall plant a row of shrubs at the rear of the landscape setbacks along Alder Avenue and Sierra Lakes Parkway for the purpose of creating a solid hedge to screen the headlights of vehicles from within the Site. All of the shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the shrubs shall be permanently irrigated and maintained

into a continuous box-shape along the entire length of the landscape setbacks with a height of no less than three and one-half (3.5) feet above the finished grade. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

- 23. The applicant shall plant shrubs that surround all ground mounted equipment and utility boxes, including transformers, fire-department connections, backflow devices, etc. for the purpose of providing screening of said equipment and utility boxes. All equipment and utility box screen shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the equipment and utility box screen shrubs shall be permanently irrigated and maintained into a continuous box-shape with a height of no less than three and one-half (3.5) feet above the finished grade. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 24. The applicant shall plant a substantial amount of trees, shrubs, and groundcover throughout all land on-site and off-site (adjacent to the project site) that is not covered by structures, walkways, parking areas, and driveways. Trees shall be planted a minimum of thirty (30) feet on-center, and all shrubs and groundcover shall be planted an average of three (3) feet on-center or less. All trees shall be minimum of fifteen (15) gallons in size upon initial planting, unless otherwise specified herein. At least fifty (50) percent of the trees shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. All shrubs shall be a minimum of one (1) gallon in size, unless otherwise specified herein. All planter areas shall receive a minimum two (2) inch thick layer of brown bark, organic mulch, and/or decorative rock upon initial planting. Pea gravel and decomposed granite are not acceptable materials to use within planter areas. All planter areas on-site shall be permanently irrigated and maintained. The planting and irrigation shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 25. 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.
- 26. The applicant, landlord, operator(s) and/or tenant(s) shall ensure that all inbound truck and commercial vehicle traffic that requires temporary queuing do so on-site. Inbound truck and commercial vehicle traffic waiting to utilize the 91 truck parking spaces shall not queue on any public street at any time. Activities on-site shall not operate in such a manner that would impact traffic lanes, cause back up of vehicles into the public-right-of-way, or create any unsafe conditions. Fire and Police access and passage around trucks queuing on-site shall be feasible at all times and activities shall not block parking areas, access or passage for disabled persons or emergency response vehicles.

- 27. Trucks and commercial vehicles shall not park throughout the Site for any extended period, except for within the 91 designated truck parking spaces, or unless temporarily queuing on site to utilize the truck fuel station or the truck service shop. Additionally, trucks and commercial vehicles parking within the 91 designated spaces shall not be parked on site for any period exceeding 24 hours.
- 28. The applicant shall install "No Stopping Anytime" R26A(S)(CA) signage along the entire project frontages of Alder Avenue and Sierra Lakes Parkway, as required by the City Engineer, prior to the issuance of a Certificate of Occupancy.
- 29. The applicant shall install a bicycle rack within the pathway on the north side of the 14,697 square foot commercial building prior to the issuance of the Certificate of Occupancy.
- 30. Any tubular steel fencing and/or sliding gates shall be painted black prior to the issuance of a Certificate of Occupancy.
- 31. All non-glass doors shall be painted to match the color of the adjacent wall prior to the issuance of a Certificate of Occupancy.
- 32. Outdoor display and storage of any kind is prohibited at all times.
- 33. The Crime Prevention Plan endorsed by the Rialto Police Department, attached to this Resolution as "Exhibit B" shall be adhered to at all times.
- 34. Crime prevention measures, as endorsed by the City of Rialto Police Department, shall be incorporated into the design and operation of the business as follows:
 - a. A minimum of one (1.0) foot-candle of light shall be provided, as measured at the ground level of the entire site, from the period of one-half hour before sunset until one-half hour after sunrise. Lighting fixtures shall be so situated and shielded as not to direct or reflect lighting glare on adjacent properties or public rights-of-way.
 - b. A locking device shall be installed on the cash register. An adequate floor safe shall be installed behind the counter. Only a minimum amount of cash shall be kept in the cash register at all times.
 - c. Burglary and robbery alarm systems shall be installed as required and approved by the Rialto Police Department. A telephone with speaker push button alarm shall be installed. The telephone must have a separate button that automatically conversations dials into 911 on-going and will transmit activity. Alternatively, a panic-button, which automatically contacts the Rialto Police Department upon activation, may be installed at each register. A 24-hour security camera system shall be installed on the premises with camera locations approved by the Rialto Police Department. All surveillance and security equipment shall be continuously maintained and in operation during business hours. Surveillance footage shall be provided to the Rialto Police Department

within 12 hours after a request has been made for said footage. The software or media player required to view the type of video format shall be provided to the Rialto Police Department, if necessary. An R-P card must be filed with the Rialto Police Department containing twenty-four (24) hour phone numbers of persons to be contacted.

- d. All tobacco products will be displayed and sold from behind the cash register counter area.
- e. The height of the cash register counter shall be no more than forty-two (42) inches above the floor level, and shall be illuminated during the hours of darkness so as to be clearly visible through the window areas.
- 35. The sale of drug paraphernalia, gang paraphernalia, and adult-oriented magazines and materials is prohibited.
- 36. The applicant shall require adequate management to be on-site at the convenience market at all times to ensure proper execution of the Crime Prevention Plan.
- 37. Measures to discourage loitering shall be incorporated in the design and operation of the business as follows:
 - a. Signs displaying "No Loitering" shall be posted on the building, to the satisfaction of the Rialto Police Department, at all times.
 - b. Arcades and video games are prohibited from being on the premises.
- 38. The business licensee for the convenience market shall maintain a litter control program around the exterior of the convenience market in order to minimize the resultant impacts of litter on properties adjacent to the store. An exterior trash receptacle for employee and customer use shall be placed near the entrance of the store.
- 39. The applicant shall establish building maintenance program for the purposes of maintaining the building structure and landscaping on-site in good physical appearance. The building maintenance program shall be submitted to the Planning Division prior to the issuance of a Certificate of Occupancy.
- 40. All signage on the 14,697 square foot commercial building containing the convenience market/travel center shall comply with Section 5 (Signs) of the Renaissance Specific Plan or any subsequent Master Sign Program.
- 41. Any freestanding or monument signage on the Site shall comply with Section 5 (Signs) of the Renaissance Specific Plan or any subsequent Master Sign Program. Additionally, any freestanding or monument signage on the Site shall consist of either channel lettering, routed push-thru copy, or dimensional vacuum-formed panels on or within a sign structure

that matches the character, color, and finish materials of the 14,697 square foot commercial building.

- 42. The applicant shall obtain all necessary approvals and operating permits from all Federal, State, and local agencies and provide proof thereof to the City prior to the issuance of a Certificate of Occupancy.
- 43. The privileges granted by the Planning Commission pursuant to approval of this Conditional Development Permit are valid for one (1) year from the effective date of approval. If the applicant fails to commence the project within one year of said effective date, this conditional development permit shall be null and void and any privileges granted hereunder shall terminate automatically. If the applicant or his or her successor in interest commence the project within one year of the effective date of approval, the privileges granted hereunder will continue inured to the property as long as the property is used for the purpose for which the conditional development permit was granted, and such use remains compatible with adjacent property uses.
- 44. Approval of CDP No. 2021-0011 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.
- 45. In the event, that any operation on the Site is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, loitering, criminal activity or other undesirable characteristics including, but not strictly limited to, uses which are or have become offensive to neighboring property or the goals and objectives of the Freeway Incubator (FI) land use district of the Renaissance Specific Plan, and/or the City's General Plan, the applicant shall address the issues within forty-eight (48) hours of being notified by the City.
- 46. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2021-0011, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0012, CDP No. 2021-0013, CDP No. 2021-0014, or PPD No. 2021-0013, the Planning Commission may initiate proceedings to revoke the conditional development permit in accordance with the provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto Municipal Code. Conditional Development Permit No. 2021-0011 may be revoked, suspended or modified in accordance with Section 18.66.070 of the Zoning Ordinance at the discretion of the Planning Commission if:
 - a) The use for which such approval was granted has ceased to exist, been subsequently modified, or has been suspended for six (6) months or more;
 - b) Any of the express conditions or terms of such permit are violated;
 - c) The use for which such approval was granted becomes or is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, loitering, criminal activity or other

1	STATE OF CALIFORNIA)
2	COUNTY OF SAN BERNARDINO) ss
3	CITY OF RIALTO)
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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 theth day of, 2021.
8	Upon motion of Planning Commissioner, seconded by Planning Commissioner
9	, the foregoing Resolution Nowas 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 <u>th</u> day of <u></u> , 2021.
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20	ADRIANNA MARTINEZ, ADMINISTRATIVE ASSISTANT
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Exhibit "A"

"Exhibit B"

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RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2021-0012 TO ALLOW THE ESTABLISHMENT OF A 2,400 SQUARE FOOT RESTAURANT WITHIN DRIVE-THRU SERVICE WITHIN A PROPOSED 14,697 SQUARE FOOT COMMERCIAL BUILDING ON 1.61 GROSS ACRES OF LAND (APN: 1119-241-28) LOCATED AT THE SOUTHWEST CORNER OF ALDER AVENUE AND SIERRA LAKES PARKWAY WITHIN THE FREEWAY INCUBATOR (FI) LAND USE DISTRICT OF THE RENAISSANCE SPECIFIC PLAN.

WHEREAS, the applicant, Rialto Travel Center, proposes to establish a 2,400 square foot restaurant with drive-thru service ("Project") within a proposed 14,697 square foot commercial building on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan ("Site"); and

WHEREAS, the Project will be comprised of 2,400 square foot restaurant with drive-thru service within a 14,697 square foot commercial building, 132 passenger vehicle parking spaces, 91 truck parking spaces, and a drive-thru lane with stacking distance for approximately nine (9) passenger vehicles; and

WHEREAS, pursuant to Table 3-2 (General Permitted Uses) of the Renaissance Specific Plan, the Project requires a Conditional Development Permit, and the applicant has applied for Conditional Development Permit No. 2021-0012 ("CDP No. 2021-0012"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0009 to facilitate the development and operation of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy on the Site ("CDP No. 2021-0009"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0010 to facilitate the development and operation of a truck fuel station consisting of a 3,544 square foot canopy with nine (9) fuel dispensers underneath on the Site ("CDP No. 2021-0010"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0011 to facilitate the establishment of a 12,297 square foot convenience market/travel center within a proposed 14,697 square foot commercial building on the Site ("CDP No. 2021-0011"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0013 to facilitate the development and operation of a 6,375 square foot truck service shop building on the Site ("CDP No. 2021-0013"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0014 to facilitate the sale of beer and wine for off-site consumption from a proposed 12,297 square foot convenience market/travel center on the Site ("CDP No. 2021-0014"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Precise Plan of Design No. 2021-0013 to facilitate the development of a passenger vehicle fuel station consisting of a 5,519 square foot canopy with seven (7) fuel dispensers underneath, a truck fuel station consisting of a 3,544 square foot canopy with nine (9) fuel dispensers underneath, a 14,697 square foot commercial building with drive-thru service, a 6,375 square foot truck service shop building, and associated fuel tanks, paving, screen walls, fencing, lighting, landscaping, and drainage improvements on the Site ("PPD No. 2021-0013"); and

WHEREAS, on October 13, 2021, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2021-0012, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0013, CDP No. 2021-0014, and PPD No. 2021-0013, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2021-0012, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0013, CDP No. 2021-0014, and PPD No. 2021-0013; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2021-0012, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2021-0012 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The Site is located at the intersection of Alder Avenue and Sierra Lakes Parkway/Casmalia Street, which is currently served by only one (1) another restaurant. The next nearest restaurant is located approximately 1.10 miles to the east of the Site. The Project is anticipated to be a benefit to the community and an improvement to the surrounding area by providing additional food choices for consumers at a convenient location that is currently underserved. The Project will provide a more diverse economic base for the surrounding area and will provide a necessary service for residents and travelers within the City.

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

This finding is supported by the following facts:

The project site is bound by Sierra Lakes Parkway on the north and Alder Avenue on the east. To the north, across Sierra Lakes parkway, is a rock quarry, and to the east, across Alder Avenue, is a Shell fuel station. To the south is a San Bernardino County Flood Control Channel, and to the west is approximately 3.14 acres of vacant land. The Project is consistent with the underlying FI land use designation. The nearby area is predominantly designated for and developed with commercial and industrial uses, and as a result, there are no sensitive land uses near the project site. Regardless, features and measures, such as landscape buffering and safety measures listed within the Crime Prevention Plan will be maintained/implemented. Additionally, 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.

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

This finding is supported by the following facts:

The Site is 13.22 acres in size, fairly level, and adjacent to two (2) arterial streets, which are able to accommodate the Project. The development will have five (5) points of access – five (5) driveways connected directly to Sierra Lakes Parkway. The three (3) westerly driveways and easterly driveway along Sierra Lakes Parkway will allow full access movements, while the second driveway from the east along Sierra Lakes Parkway will limit access to left-out/right-out only. In addition, the development will have a trash enclosure, lighting, accessible pathways and adequate parking as required by Table 3-6 (Parking Standards) of the Renaissance Specific Plan.

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

This finding is supported by the following facts:

The Site has adequate access to all utilities and services required through main water, electric, sewer, and other utility lines that will be hooked up to the Site as part of the proposed Project.

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

This finding is supported by the following facts:

The proposed use is consistent with the underlying FI land use designation of the Renaissance Specific Plan. The Project will feature high-quality building exteriors designed in compliance with the City's Design Guidelines. Landscaping has been abundantly incorporated into the site. The landscape coverage for the Project is 29.0 percent, which greatly exceeds the minimum required amount of 10.0 percent. Landscape planters containing trees spaced every thirty (30) linear feet will be installed along the entire perimeter of the Site to provide a buffer between surrounding properties and the public right-of-way. Furthermore, the Project includes the installation of 132 passenger vehicle parking spaces and 91 truck parking spaces, which exceeds the minimum parking requirement of 87 parking spaces required by Table 3-6 (Parking Standards) of the Renaissance Specific Plan.

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

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein, and through the implementation of Conditions of Approval imposed by the Planning Commission on the Precise Plan of Design, such as extensive landscaping and enhanced architectural features. The development of a truck fuel station, a passenger vehicle fuel station, a convenience market/travel center, a truck service shop, and restaurant with drive-thru service along arterial streets, such as Alder Avenue and Sierra Lakes Parkway, will provide additional employment opportunities and a convenient location for residents and visitors to purchase fuel and other goods. Additionally, the applicant will implement landscape buffering and a Crime Prevention Plan, which has been endorsed by the Rialto Police Department, as a means to minimize crime and nuisance activities generated by the Project. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. An Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Renaissance Specific Plan Final Environmental Impact Report ("RSP FEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with the proposed Project would either be the same or less than those described in the RSP FEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the RSP FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) for the Project.

SECTION 4. CDP No. 2021-0012 is granted to Rialto Travel Center, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The applicant is granted CDP No. 2021-0012 allowing the establishment of a 2,400 square foot restaurant with drive-thru service within a proposed 14,697 square foot commercial building on 13.22 gross acres of land (APN: 1119-241-28) located at the southwest corner

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of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use designation of the Renaissance Specific Plan, as shown on the plans attached as Exhibit A, and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.

- 2. City inspectors shall have access to the site to reasonably inspect the site during normal working hours to assure compliance with these conditions and other codes.
- 3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the Project (collectively, the "Entitlements"), whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. This condition to indemnify, protect, defend, and hold the City harmless shall include, but not 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. 2021-0011.
- 4. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.

- 5. The applicant shall complete and abide by all mitigation measures contained within the Mitigation Monitoring and Reporting Program associated with the Environmental Assessment Review No. 2021-0016.
- 6. The applicant shall secure the services of a tribal cultural monitor to be present during all ground disturbance activities associated with the construction of this project. The tribal cultural monitor shall be approved by the Gabrieleño Band of Mission Indians-Kizh Nation, and documentation of coordination between the applicant and the Gabrieleño Band of Mission Indians-Kizh Nation on this matter shall be provided to the Planning Division prior to the issuance of a grading permit.
- 7. The applicant shall install decorative pavement within the easterly driveway connected to Sierra Lakes Parkway. The decorative pavement shall extend across the entire width of the driveway and shall have a minimum depth of twenty (20) feet as measured from the property line along Sierra Lakes Parkway. 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, and it shall also be identified on the site plan within the formal building plan check submittal prior to the issuance of building permits. The type of decorative pavement shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.
- 8. In order to provide enhanced building design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall route all downspouts through the interior of the 14,697 square foot commercial building. The internal downspouts shall be identified within the formal building plan check submittal prior to the issuance of building permits.
- 9. In order to provide enhanced building design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall construct parapet returns, at least five (5) feet in depth from the main wall plane, at all height variations on all four (4) sides of the 14,697 square foot commercial building. The parapet returns shall be demonstrated on the roof plans within the formal building plan check submittal prior to the issuance of building permits.
- 10. In order to provide enhanced building design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall provide internal roof access only for the building. The internal roof access shall be identified within the formal building plan check submittal prior to the issuance of building permits.
- 11. In order to provide enhanced site design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall install any required bollards shall be constructed in a decorative manner. The decorative design shall be consistent with the overall architecture of the project. The final design of any bollards shall be approved by the Planning Division prior to the issuance of building permits. An elevation detail for

any required bollards shall be included within the formal building plan check submittal prior to the issuance of building permits.

- 12. Any new walls, including any retaining walls, shall be comprised of decorative masonry block. Decorative masonry block means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Pilasters shall be incorporated within all new walls. The pilasters shall be spaced a maximum of seventy (70) feet on-center and shall be placed at all corners and ends of the wall. All pilasters shall protrude a minimum of one (1) block course above the wall and a minimum of six (6) inches to the side of the wall. All decorative masonry walls and pilasters, including retaining walls, shall include a decorative masonry cap. All walls and pilasters shall be identified on the site plan, and an elevation detail for the walls shall be included in the formal building plan check submittal prior to the issuance of building permits.
- 13. Any new fencing installed on site shall be comprised of tubular steel. Decorative masonry or decorative concrete pilasters, with a minimum dimension of sixteen (16) inch square, shall be incorporated within all new fencing visible from any public right-of-way. Decorative masonry block means tan slumpstone block, tan split-face block, or precision block with a stucco, plaster, or cultured stone finish. Decorative concrete means painted concrete with patterns, reveals, and/or trim lines. The pilasters shall be spaced a maximum of seventy (70) feet on-center and shall be placed at all corners and ends of the fencing. All decorative masonry pilasters shall include a decorative masonry cap. All fencing and pilasters shall be included in the site plan, and an elevation detail for the fencing and pilasters shall be included in the formal building plan check submittal prior to the issuance of building permits.
- 14. Any new fencing along the frontages of Alder Avenue and Sierra Lakes Parkway shall be installed at the rear of the landscape setbacks along those street frontages. This will ensure unobstructed visibility of the Project's landscaping along Alder Avenue and Sierra Lakes Parkway.
- 15. The exterior of the trash enclosure shall match the color and materials of the buildings onsite or be comprised of decorative masonry block. Decorative masonry block means tancolored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Additionally, the trash enclosure shall contain solid steel doors and a flat solid cover. Corrugated metal and chain-link are not acceptable materials to use as a part of the trash enclosure. An elevation detail for the trash enclosure shall be provided within 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 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.
- 18. The applicant shall plant one (1) tree every three (3) parking spaces. All parking lot trees shall be a minimum of fifteen (15) gallons in size, upon initial planting. Thereafter, the parking lot trees shall be permanently irrigated and maintained. All parking lot tree species shall consist of evergreen broadleaf trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 19. The applicant shall plant one (1) tree every thirty (30) feet on-center within the on-site landscape setbacks along Sierra Lakes Parkway and Alder Avenue. All trees within the landscape setbacks shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the landscape setback shall be permanently irrigated and maintained. At least fifty (50) percent of the trees within the setbacks shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 20. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Alder Avenue. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parkway shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Alder Avenue shall be the Hymenosporum Flavum "Wedding Tree", the Pistachia Chinensis "Chinese Pistache", and/or the Koelrueteria Bipinnata "Chinese Lantern". The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.
- 21. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Sierra Lakes Parkway. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parkway shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Sierra Lakes Parkway shall be the Hymenosporum Flavum "Wedding Tree" and/or the Pistachia Chinensis "Chinese Pistache". The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.
- 22. The applicant shall plant a row of shrubs at the rear of the landscape setbacks along Alder Avenue and Sierra Lakes Parkway for the purpose of creating a solid hedge to screen the headlights of vehicles from within the Site. All of the shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the shrubs shall be permanently irrigated and maintained

into a continuous box-shape along the entire length of the landscape setbacks with a height of no less than three and one-half (3.5) feet above the finished grade. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

- 23. The applicant shall plant shrubs that surround all ground mounted equipment and utility boxes, including transformers, fire-department connections, backflow devices, etc. for the purpose of providing screening of said equipment and utility boxes. All equipment and utility box screen shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the equipment and utility box screen shrubs shall be permanently irrigated and maintained into a continuous box-shape with a height of no less than three and one-half (3.5) feet above the finished grade. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 24. The applicant shall plant a substantial amount of trees, shrubs, and groundcover throughout all land on-site and off-site (adjacent to the project site) that is not covered by structures, walkways, parking areas, and driveways. Trees shall be planted a minimum of thirty (30) feet on-center, and all shrubs and groundcover shall be planted an average of three (3) feet on-center or less. All trees shall be minimum of fifteen (15) gallons in size upon initial planting, unless otherwise specified herein. At least fifty (50) percent of the trees shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. All shrubs shall be a minimum of one (1) gallon in size, unless otherwise specified herein. All planter areas shall receive a minimum two (2) inch thick layer of brown bark, organic mulch, and/or decorative rock upon initial planting. Pea gravel and decomposed granite are not acceptable materials to use within planter areas. All planter areas on-site shall be permanently irrigated and maintained. The planting and irrigation shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 25. 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.
- 26. The applicant shall install and maintain a trash receptacle on the driver-side of the exit of the drive-thru lane. The trash receptacle shall be installed prior to issuance to the Certificate of Occupancy.
- 27. The applicant shall install a bicycle rack within the pathway area on the north side of the 14,697 square foot commercial building prior to the issuance of the Certificate of Occupancy.

- 28. The applicant shall install "No Stopping Anytime" R26A(S)(CA) signage along the entire project frontages of Alder Avenue and Sierra Lakes Parkway, as required by the City Engineer, prior to the issuance of a Certificate of Occupancy.
- 29. Any tubular steel fencing and/or sliding gates shall be painted black prior to the issuance of a Certificate of Occupancy.
- 30. All non-glass doors shall be painted to match the color of the adjacent wall prior to the issuance of a Certificate of Occupancy.
- 31. All signage on the 14,697 square foot commercial building containing the convenience market/travel center shall comply with Section 5 (Signs) of the Renaissance Specific Plan or any subsequent Master Sign Program.
- 32. Any freestanding or monument signage on the Site shall comply with Section 5 (Signs) of the Renaissance Specific Plan or any subsequent Master Sign Program. Additionally, any freestanding or monument signage on the Site shall consist of either channel lettering, routed push-thru copy, or dimensional vacuum-formed panels on or within a sign structure that matches the character, color, and finish materials of the 14,697 square foot commercial building.
- 33. The applicant shall obtain all necessary approvals and operating permits from all Federal, State, and local agencies and provide proof thereof to the City prior to the issuance of a Certificate of Occupancy.
- 34. The privileges granted by the Planning Commission pursuant to approval of this Conditional Development Permit are valid for one (1) year from the effective date of approval. If the applicant fails to commence the project within one year of said effective date, this conditional development permit shall be null and void and any privileges granted hereunder shall terminate automatically. If the applicant or his or her successor in interest commence the project within one year of the effective date of approval, the privileges granted hereunder will continue inured to the property as long as the property is used for the purpose for which the conditional development permit was granted, and such use remains compatible with adjacent property uses.
- 35. Approval of CDP No. 2021-0012 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.
- 36. In the event, that any operation on the Site is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, loitering, criminal activity or other undesirable characteristics including, but not strictly limited to, uses which are or have become offensive to neighboring property or the goals and objectives of the Freeway Incubator (FI) land use district of the Renaissance Specific Plan, and/or the City's General Plan, the applicant shall address the issues within forty-eight (48) hours of being notified by the City.

- 37. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2021-0012, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0013, CDP No. 2021-0014, or PPD No. 2021-0013, the Planning Commission may initiate proceedings to revoke the conditional development permit in accordance with the provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto Municipal Code. Conditional Development Permit No. 2021-0012 may be revoked, suspended or modified in accordance with Section 18.66.070 of the Zoning Ordinance at the discretion of the Planning Commission if:
 - a) The use for which such approval was granted has ceased to exist, been subsequently modified, or has been suspended for six (6) months or more;
 - b) Any of the express conditions or terms of such permit are violated;
 - c) The use for which such approval was granted becomes or is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, loitering, criminal activity or other undesirable characteristics including, but not strictly limited to uses which are or have become offensive to neighboring property or the goals and objectives of the Freeway Incubator (FI) land use district of the Renaissance Specific Plan, and/or the City's General Plan.

<u>SECTION 5</u>. 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 13th day of October, 2021.

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 theth day of, 2021.
8	Upon motion of Planning Commissioner, seconded by Planning Commissioner
9	, the foregoing Resolution Nowas 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 <u>th</u> day of <u></u> , 2021.
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20	ADRIANNA MARTINEZ, ADMINISTRATIVE ASSISTANT
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"Exhibit A"

RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2021-0013 TO ALLOW THE DEVELOPMENT AND OPERATION OF A 6,375 SQUARE FOOT TRUCK SERVICE SHOP BUILDING ON 13.22 ACRES OF LAND (APN: 1119-241-28) LOCATED AT THE SOUTHWEST CORNER OF ALDER AVENUE AND SIERRA LAKES PARKWAY WITHIN THE FREEWAY INCUBATOR (FI) LAND USE DISTRICT OF THE RENAISSANCE SPECIFIC PLAN.

WHEREAS, the applicant, Rialto Travel Center, proposes to develop and operate a 6,375 square foot truck service shop building ("Project") on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan ("Site"); and

WHEREAS, the Project will provide minor service to trucks and other commercial vehicles, such as tire replacement, lubrication (oil changes, etc.), routine maintenance (brakes, lights, etc.), etc.; and

WHEREAS, the Project will not conduct heavy engine repairs, transmission overhaul services, body work services, and painting services; and

WHEREAS, pursuant to Table 3-2 (General Permitted Uses) of the Renaissance Specific Plan, the Project requires a Conditional Development Permit, and the applicant has applied for Conditional Development Permit No. 2021-0013 ("CDP No. 2021-0013"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0009 to facilitate the development and operation of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy on the Site ("CDP No. 2021-0009"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0010 to facilitate the development and operation of a truck fuel station consisting of a 3,544 square foot canopy with nine (9) fuel dispensers underneath on the Site ("CDP No. 2021-0010"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0011 to facilitate the establishment of a 12,297 square foot convenience market/travel center within a proposed 14,697 square foot commercial building on the Site ("CDP No. 2021-0011"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0012 to facilitate the establishment of a 2,400 square foot restaurant with drive-thru service within a proposed 14,697 square foot commercial building on the Site ("CDP No. 2021-0012"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0014 to facilitate the sale of beer and wine for off-site consumption from a proposed 12,297 square foot convenience market/travel center on the Site ("CDP No. 2021-0014"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Precise Plan of Design No. 2021-0013 to facilitate the development of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy, a truck fuel station consisting of nine (9) fuel dispensers and a 3,544 square foot overhead canopy, a 14,697 square foot commercial building with drive-thru service, a 6,375 square foot truck service shop building, and associated fuel tanks, paving, screen walls, fencing, lighting, landscaping, and drainage improvements on the Site ("PPD No. 2021-0013"); and

WHEREAS, on October 13, 2021, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2021-0013, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0014, and PPD No. 2021-0013, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2021-0013, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0014, and PPD No. 2021-0013; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2021-0011, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2021-0011 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The Site is located at the intersection of Alder Avenue and Sierra Lakes Parkway/Casmalia Street, which is currently not served by any other truck service shop. The Project is consistent with the FI land use designation, which is intended to accommodate travel services such as those proposed by the Project. The Project will provide a more diverse economic base for the surrounding area and will provide necessary services for businesses and travelers within the City.

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

This finding is supported by the following facts:

The project site is bound by Sierra Lakes Parkway on the north and Alder Avenue on the east. To the north, across Sierra Lakes parkway, is a rock quarry, and to the east, across Alder Avenue, is a Shell fuel station. To the south is a San Bernardino County Flood Control Channel, and to the west is approximately 3.14 acres of vacant land. The Project is consistent with the underlying FI land use designation. The nearby area is predominantly designated for and developed with commercial and industrial uses, and as a result, there are no sensitive land uses near the project site. Regardless, features and measures, such as landscape buffering and safety measures listed within the Crime Prevention Plan will be maintained/implemented. Additionally, 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.

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

This finding is supported by the following facts:

The Site is 13.22 acres in size, fairly level, and adjacent to two (2) arterial streets, which are able to accommodate the Project. The development will have five (5) points of access – five (5) driveways connected directly to Sierra Lakes Parkway. The three (3) westerly driveways and easterly driveway along Sierra Lakes Parkway will allow full access movements, while the second driveway from the east along Sierra Lakes Parkway will limit access to left-out/right-out only.

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

This finding is supported by the following facts:

The Site has adequate access to all utilities and services required through main water, electric, sewer, and other utility lines that will be hooked up to the Site as part of the proposed Project.

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

This finding is supported by the following facts:

The proposed use is consistent with the underlying FI land use designation of the Renaissance Specific Plan. The Project will feature high-quality building exteriors designed in compliance with the City's Design Guidelines. Landscaping has been abundantly incorporated into the site. The landscape coverage for the Project is 29.0 percent, which greatly exceeds the minimum required amount of 10.0 percent. Landscape planters containing trees spaced every thirty (30) linear feet will be installed along the entire perimeter of the Site to provide a buffer between surrounding properties and the public right-of-way. Furthermore, the Project includes the installation of 132 passenger vehicle parking spaces and 91 truck parking spaces, which exceeds the minimum parking requirement of 87 parking spaces required by Table 3-6 (Parking Standards) of the Renaissance Specific Plan.

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

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein, and through the implementation of Conditions of Approval imposed by the Planning Commission on the Precise Plan of Design, such as extensive landscaping and enhanced architectural features. The development of a truck fuel station, a passenger vehicle fuel station, a convenience market/travel center, a truck service shop, and restaurant with drive-thru service along arterial streets, such as Alder Avenue and Sierra Lakes Parkway, will provide additional employment opportunities and a convenient location for residents and visitors to purchase fuel and other goods. Additionally, the applicant will implement landscape buffering and a Crime Prevention Plan, which has been endorsed by the Rialto Police Department, as a means to minimize crime and nuisance activities generated by the Project. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. An Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Renaissance Specific Plan Final Environmental Impact Report ("RSP FEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with the proposed Project would either be the same or less than those described in the RSP FEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the RSP FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) for the Project.

SECTION 4. CDP No. 2021-0013 is granted to Rialto Travel Center, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The applicant is granted CDP No. 2021-0013 allowing the development and operation of a 6,375 square foot truck service shop building on 13.22 gross acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use designation of the Renaissance Specific Plan, as

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shown on the plans attached as Exhibit A, and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.

- 2. City inspectors shall have access to the site to reasonably inspect the site during normal working hours to assure compliance with these conditions and other codes.
- 3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the Project (collectively, the "Entitlements"), whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. This condition to indemnify, protect, defend, and hold the City harmless shall include, but not 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. 2021-0013.
- 4. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.
- 5. The applicant shall complete and abide by all mitigation measures contained within the Mitigation Monitoring and Reporting Program associated with the Environmental Assessment Review No. 2021-0016.

- 6. The applicant shall secure the services of a tribal cultural monitor to be present during all ground disturbance activities associated with the construction of this project. The tribal cultural monitor shall be approved by the Gabrieleño Band of Mission Indians-Kizh Nation, and documentation of coordination between the applicant and the Gabrieleño Band of Mission Indians-Kizh Nation on this matter shall be provided to the Planning Division prior to the issuance of a grading permit.
- 7. In order to provide enhanced building design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall route all downspouts through the interior of the 6,375 square foot truck service shop building. The internal downspouts shall be identified within the formal building plan check submittal prior to the issuance of building permits.
- 8. In order to provide enhanced building design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall construct parapet returns, at least five (5) feet in depth from the main wall plane, at all height variations on all four (4) sides of the 6,375 square foot truck service shop building. The parapet returns shall be demonstrated on the roof plans within the formal building plan check submittal prior to the issuance of building permits.
- 9. In order to provide enhanced building design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall provide internal roof access only for the 6,375 square foot truck service shop building. The internal roof access shall be identified within the formal building plan check submittal prior to the issuance of building permits.
- 10. Any new walls, including any retaining walls, shall be comprised of decorative masonry block. Decorative masonry block means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Pilasters shall be incorporated within all new walls. The pilasters shall be spaced a maximum of seventy (70) feet on-center and shall be placed at all corners and ends of the wall. All pilasters shall protrude a minimum of one (1) block course above the wall and a minimum of six (6) inches to the side of the wall. All decorative masonry walls and pilasters, including retaining walls, shall include a decorative masonry cap. All walls and pilasters shall be identified on the site plan, and an elevation detail for the walls shall be included in the formal building plan check submittal prior to the issuance of building permits.
- 11. Any new fencing installed on site shall be comprised of tubular steel. Decorative masonry or decorative concrete pilasters, with a minimum dimension of sixteen (16) inch square, shall be incorporated within all new fencing visible from any public right-of-way. Decorative masonry block means tan slumpstone block, tan split-face block, or precision block with a stucco, plaster, or cultured stone finish. Decorative concrete means painted concrete with patterns, reveals, and/or trim lines. The pilasters shall be spaced a maximum of seventy (70) feet on-center and shall be placed at all corners and ends of the fencing. All decorative masonry pilasters shall include a decorative masonry cap. All fencing and

pilasters shall be identified on the site plan, and an elevation detail for the fencing and pilasters shall be included in the formal building plan check submittal prior to the issuance of building permits.

- 12. Any new fencing along the frontages of Alder Avenue and Sierra Lakes Parkway shall be installed at the rear of the landscape setbacks along those street frontages. This will ensure unobstructed visibility of the Project's landscaping along Alder Avenue and Sierra Lakes Parkway.
- 13. The exterior of the trash enclosure shall match the color and materials of the buildings on-site or be comprised of decorative masonry block. Decorative masonry block means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Additionally, the trash enclosure shall contain solid steel doors and a flat solid cover. Corrugated metal and chain-link are not acceptable materials to use as a part of the trash enclosure. An elevation detail for the trash enclosure shall be provided within formal building plan check submittal prior to the issuance of building permits.
- 14. 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.
- 15. The applicant shall submit a formal Landscape Plan to the Planning Division prior to the issuance of building permits. The submittal shall include three (3) sets of planting and irrigation plans, a completed Landscape Plan Review application, and the applicable review fee.
- 16. The applicant shall plant one (1) tree every three (3) parking spaces. All parking lot trees shall be a minimum of fifteen (15) gallons in size, upon initial planting. Thereafter, the parking lot trees shall be permanently irrigated and maintained. All parking lot tree species shall consist of evergreen broadleaf trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 17. The applicant shall plant one (1) tree every thirty (30) feet on-center within the on-site landscape setbacks along Sierra Lakes Parkway and Alder Avenue. All trees within the landscape setbacks shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the landscape setback shall be permanently irrigated and maintained. At least fifty (50) percent of the trees within the setbacks shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

- 18. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Alder Avenue. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parkway shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Alder Avenue shall be the Hymenosporum Flavum "Wedding Tree", the Pistachia Chinensis "Chinese Pistache", and/or the Koelrueteria Bipinnata "Chinese Lantern". The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.
- 19. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Sierra Lakes Parkway. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parkway shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Sierra Lakes Parkway shall be the Hymenosporum Flavum "Wedding Tree" and/or the Pistachia Chinensis "Chinese Pistache". The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.
- 20. The applicant shall plant a row of shrubs at the rear of the landscape setbacks along Alder Avenue and Sierra Lakes Parkway for the purpose of creating a solid hedge to screen the headlights of vehicles from within the Site. All of the shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the shrubs shall be permanently irrigated and maintained into a continuous box-shape along the entire length of the landscape setbacks with a height of no less than three and one-half (3.5) feet above the finished grade. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 21. The applicant shall plant shrubs that surround all ground mounted equipment and utility boxes, including transformers, fire-department connections, backflow devices, etc. for the purpose of providing screening of said equipment and utility boxes. All equipment and utility box screen shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the equipment and utility box screen shrubs shall be permanently irrigated and maintained into a continuous box-shape with a height of no less than three and one-half (3.5) feet above the finished grade. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 22. The applicant shall plant a substantial amount of trees, shrubs, and groundcover throughout all land on-site and off-site (adjacent to the project site) that is not covered by structures, walkways, parking areas, and driveways. Trees shall be planted a minimum of thirty (30) feet on-center, and all shrubs and groundcover shall be planted an average of three (3) feet on-center or less. All trees shall be minimum of fifteen (15) gallons in size upon initial planting, unless otherwise specified herein. At least fifty (50) percent of the

trees shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. All shrubs shall be a minimum of one (1) gallon in size, unless otherwise specified herein. All planter areas shall receive a minimum two (2) inch thick layer of brown bark, organic mulch, and/or decorative rock upon initial planting. Pea gravel and decomposed granite are not acceptable materials to use within planter areas. All planter areas on-site shall be permanently irrigated and maintained. The planting and irrigation shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

- 23. 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.
- 24. The applicant, landlord, operator(s) and/or tenant(s) shall ensure that all inbound truck and commercial vehicle traffic that requires temporary queuing do so on-site. Inbound truck and commercial vehicle traffic waiting to utilize the truck service shop shall not queue on any public street at any time. Activities on-site shall not operate in such a manner that would impact traffic lanes, cause back up of vehicles into the public-right-of-way, or create any unsafe conditions. Fire and Police access and passage around trucks queuing on-site shall be feasible at all times and activities shall not block parking areas, access or passage for disabled persons or emergency response vehicles.
- 25. The applicant shall always conduct all repair/maintenance services to trucks and commercial vehicles within the enclosed building.
- 26. The applicant shall not conduct any major repair/maintenance services at any time. Major repair/maintenance services include bodywork, engine and drivetrain overhaul, and painting.
- 27. The applicant shall not store any materials or equipment outside of the building at any time.
- 28. Any customer trucks and commercial vehicles to be parked/stored outside of the building overnight must do so within the 91 designated truck spaces. The applicant shall not park/store any customer trucks and commercial vehicles outside of the truck service shop building for any period exceeding 24 hours.
- 29. The applicant shall install "No Stopping Anytime" R26A(S)(CA) signage along the entire project frontages of Alder Avenue and Sierra Lakes Parkway, as required by the City Engineer, prior to the issuance of a Certificate of Occupancy.
- 30. Any tubular steel fencing and/or sliding gates shall be painted black prior to the issuance of a Certificate of Occupancy.

- 31. All non-glass doors shall be painted to match the color of the adjacent wall prior to the issuance of a Certificate of Occupancy.
- 32. All signage on the 6,375 square foot truck service shop building shall comply with Section 5 (Signs) of the Renaissance Specific Plan or any subsequent Master Sign Program.
- 33. Any freestanding or monument signage on the Site shall comply with Section 5 (Signs) of the Renaissance Specific Plan or any subsequent Master Sign Program. Additionally, any freestanding or monument signage on the Site shall consist of either channel lettering, routed push-thru copy, or dimensional vacuum-formed panels on or within a sign structure that matches the character, color, and finish materials of the 14,697 square foot commercial building.
- 34. The applicant shall obtain all necessary approvals and operating permits from all Federal, State, and local agencies and provide proof thereof to the City prior to the issuance of a Certificate of Occupancy.
- 35. The privileges granted by the Planning Commission pursuant to approval of this Conditional Development Permit are valid for one (1) year from the effective date of approval. If the applicant fails to commence the project within one year of said effective date, this conditional development permit shall be null and void and any privileges granted hereunder shall terminate automatically. If the applicant or his or her successor in interest commence the project within one year of the effective date of approval, the privileges granted hereunder will continue inured to the property as long as the property is used for the purpose for which the conditional development permit was granted, and such use remains compatible with adjacent property uses.
- 36. Approval of CDP No. 2021-0013 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.
- 37. In the event, that any operation on the Site is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, loitering, criminal activity or other undesirable characteristics including, but not strictly limited to, uses which are or have become offensive to neighboring property or the goals and objectives of the Freeway Incubator (FI) land use district of the Renaissance Specific Plan, and/or the City's General Plan, the applicant shall address the issues within forty-eight (48) hours of being notified by the City.
- 38. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2021-0013, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0014, or PPD No. 2021-0013, the Planning Commission may initiate proceedings to revoke the conditional development permit in accordance with the provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto Municipal Code. Conditional Development Permit No. 2021-0013 may be

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 theth day of, 2021.
8	Upon motion of Planning Commissioner, seconded by Planning Commissioner
9	, the foregoing Resolution Nowas 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 <u>th</u> day of <u></u> , 2021.
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20	ADRIANNA MARTINEZ, ADMINISTRATIVE ASSISTANT
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Exhibit "A"

RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2021-0014 TO ALLOW THE SALE OF BEER AND WINE FOR OFF-SITE CONSUMPTION FROM A PROPOSED 12,297 SQUARE FOOT CONVENIENCE MARKET/TRAVEL CENTER WITHIN A PROPOSED 14,697 SQUARE FOOT BUILDING ON 13.22 ACRES OF LAND (APN: 1119-241-28) LOCATED AT THE SOUTHWEST CORNER OF ALDER AVENUE AND SIERRA LAKES PARKWAY WITHIN THE FREEWAY INCUBATOR (FI) LAND USE DISTRICT OF THE RENAISSANCE SPECIFIC PLAN.

WHEREAS, the applicant, Rialto Travel Center, proposes to sell beer and wine for off-site consumption ("Project") from a proposed 12,297 square foot convenience market/travel center within a proposed 14,697 square foot commercial building on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan ("Site"); and

WHEREAS, pursuant to Section 18.110.040 of the Rialto Municipal Code, the Project requires a Conditional Development Permit, and the applicant has applied for Conditional Development Permit No. 2021-0014 ("CDP No. 2021-0014"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0009 to facilitate the development and operation of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy on the Site ("CDP No. 2021-0009"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0010 to facilitate the development and operation of a truck fuel station consisting of a 3,544 square foot canopy with nine (9) fuel dispensers underneath on the Site ("CDP No. 2021-0010"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0011 to facilitate the establishment of a 12,297 square foot convenience market/travel center within a proposed 14,697 square foot commercial building on the Site ("CDP No. 2021-0011"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0012 to facilitate the establishment of a 2,400 square foot restaurant with drive-thru service within a proposed 14,697 square foot commercial building on the Site ("CDP No. 2021-0012"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0013 to facilitate the development and operation of a 6,375 square foot truck service shop building on the Site ("CDP No. 2021-0013"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Precise Plan of Design No. 2021-0013 to facilitate the development of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy, a truck fuel station consisting of nine (9) fuel dispensers and a 3,544 square foot overhead canopy, a 14,697 square foot commercial building with drive-thru service, a 6,375 square foot truck service shop building, and associated fuel tanks, paving, screen walls, fencing, lighting, landscaping, and drainage improvements on the Site ("PPD No. 2021-0013"); and

WHEREAS, on October 13, 2021, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2021-0014, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, and PPD No. 2021-0013, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2021-0014, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, and PPD No. 2021-0013; and closed the public hearing; and

WHEREAS, Section 18.110.050 of the Rialto Municipal Code provides separation criteria between establishments that engage in the sale of alcohol for off-site consumption, and sensitive uses, such as churches, schools, etc., which separation is measured by the airline from the closest edge of any sensitive use structure to the closest edge of the premises or parking lot or area of the establishment for off-sale of alcoholic beverages, using whichever distance is shorter; and

WHEREAS, the Site, in which beer and wine will be available for sale for off-site consumption, exceeds the minimum separation criteria as required by Section 18.110.050 of the Rialto Municipal Code; and

WHEREAS, the applicant will seek, or has sought, to obtain a Type 20 license from the California Department of Alcoholic Beverage Control (ABC) for the sale of beer and wine for off-site consumption at the Site; and

WHEREAS, according to ABC, the Site is located within Census Tract 27.04, and ABC will allow a maximum of seven (7) licenses for the sale of alcoholic beverages for off-site consumption by right within this particular census tract, based upon its current population of approximately 12,894 persons; and

WHEREAS, according to ABC, there are currently seven (7) active licenses for the sale of alcoholic beverages within Census Tract 27.04 – (i) Type 21 license for Costco located at 16505 Sierra Lakes Parkway, Fontana, CA, (ii) Type 20 license for Walgreens located at 16145 Sierra Lakes Parkway, Fontana, CA, (iii) Type 21 license for Ralphs located at 16225 Sierra Lakes Parkway, Fontana, CA, (iv) Type 20 license for 7-Eleven located at 16975 Sierra Lakes Parkway, Fontana, CA, (v) Type 20 license for Shell/Jacksons located at 2281 W. Casmalia Street, Rialto, CA, (vi) Type 21 license for Linden Market located at 2704 N. Linden Avenue, Rialto, CA, and (vii) Type 21 license for Rosa's Market located at 6108 Linden Avenue, Rialto, CA; and

WHEREAS, the applicant will request that the ABC issue an eighth license within Census Tract 27.04, which will exceed the maximum number of licenses allowed by right for sale of alcoholic beverages for off-site consumption within Census Tract 27.04; and

WHEREAS, in addition to a Conditional Development Permit, ABC will require a Public Convenience and Necessity (PCN) letter prior to issuance of the Type 20 license, which is typically required if an ABC census tract is at or above the maximum number of licenses allowed by right for the sale of alcoholic beverages for off-site consumption; and

WHEREAS, the City of Rialto will comply with Section 18.110.090 of the Rialto Municipal Code, which establishes the criteria for making the required findings prior to a determination of PCN; and

WHEREAS, on October 13, 2021, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2021-0014, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, and PPD No. 2021-0013, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2021-0014, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, and PPD No. 2021-0013; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2021-0014, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2021-0014 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The Project will provide a benefit to the community and customers within the vicinity by providing sales of beer and wine, in addition to typical convenience goods. Beer and wine sales are commonly conducted within convenience markets, including others in the nearby area. Additionally, crime prevention measures contained within the conditions of approval herein will ensure that the establishment contributes to the well-being of the community and that it does not become a nuisance or hazard to the public.

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

This finding is supported by the following facts:

The project site is bound by Sierra Lakes Parkway on the north and Alder Avenue on the east. To the north, across Sierra Lakes parkway, is a rock quarry, and to the east, across Alder Avenue, is a Shell fuel station. To the south is a San Bernardino County Flood Control Channel, and to the west is approximately 3.14 acres of vacant land.

The conditions of approval contained herein require the applicant to implement and permanently maintain all the safety measures documented within the Crime Prevention Plan prepared for the Project. Proper maintenance of these safety measures will minimize crime and nuisance activities associated with the Project to the fullest extent possible.

The Project is consistent with the underlying FI land use designation. The nearby area is predominantly designated for and developed with commercial and industrial uses, and as a result, there are no sensitive land uses near the project site. Regardless, features and measures, such as landscape buffering and safety measures listed within the Crime Prevention Plan will be maintained/implemented.

The proposed use also meets the location criteria described in Section 18.110.050 by being at least 4,960 feet from schools (minimum of 1,000 feet required), at least 3,300 feet from churches and parks (minimum of 500 feet required), and at least 2,190 feet from residential areas (minimum of 100 feet required).

Furthermore, conditions of approval contained herein restrict the display and advertising of alcoholic beverages, and the age of employees who sell alcoholic beverages, and require the applicant to provide public education regarding drinking laws in the form of signage and decals at the register.

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

This finding is supported by the following facts:

The Site is 13.22 acres in size, fairly level, and adjacent to two (2) arterial streets, which are able to accommodate the Project. The development will have five (5) points of access – five (5) driveways connected directly to Sierra Lakes Parkway. The three (3) westerly driveways and easterly driveway along Sierra Lakes Parkway will allow full access movements, while the second driveway from the east along Sierra Lakes Parkway will limit access to left-out/right-out only.

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

This finding is supported by the following facts:

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

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

This finding is supported by the following facts:

The proposed use is consistent with the underlying FI land use designation of the Renaissance Specific Plan. The Project will feature high-quality building exteriors designed in compliance with the City's Design Guidelines. Landscaping has been abundantly incorporated into the site. The landscape coverage for the Project is 29.0 percent, which greatly exceeds the minimum required amount of 10.0 percent. Landscape planters containing trees spaced every thirty (30) linear feet will be installed along the entire perimeter of the Site to provide a buffer between surrounding properties and the public right-of-way. Furthermore, the Project includes the installation of 132 passenger vehicle parking spaces and 91 truck parking spaces, which exceeds the minimum parking requirement of 87 parking spaces required by Table 3-6 (Parking Standards) of the Renaissance Specific Plan.

Additionally, the conditions of approval contained herein require the applicant to conform with the development standards for the sale of beer and wine set forth in Chapter 18.110 relating to frontage requirements, visibility, sign requirements, employees, education of the public, and litter control and maintenance. If all conditions of approval contained herein are satisfied, the Project will not negatively impact any land uses within the vicinity.

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

This finding is supported by the following facts:

Alcohol consumption can lead to an increase in the need for police services. However, as conditioned the Project's effects will be minimized through the implementation of the applicant's Crime Prevention Plan, safety measures endorsed by the Rialto Police Department, education of the public and employees, and litter control and maintenance. Additionally, the project will be responsible for the payment of Development Impact Fees towards certain public services, including police. Therefore, the adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

<u>SECTION 3.</u> Per Section 18.110.090 of the Rialto Municipal Code pertaining to the findings which must be made precedent for the determinations of public convenience or Necessity. The findings are as follows:

1. The proposed use is not located within an area designated by the city for targeted neighborhood enhancement services or programs, or located within an area in which the chief of police has determined, based upon quantifiable information, that the proposed use:

(a) would be detrimental to the public health, safety, or welfare of persons located in the area; or (b) would significantly increase the severity of existing law enforcement or public nuisance problems in the area; and

This finding is supported by the following facts:

The applicant prepared and submitted a Crime Prevention Plan, attached as "Exhibit A", for the project, in accordance with Section 18.106.050 of the Rialto Municipal Code. Sergeant Jonathan Palmer with the Rialto Police Department reviewed and endorsed the prevention measures within the Crime Prevention Plan. Safety measures contained within the Crime Prevention Plan include the installation of security lighting at a minimum of 1.0 foot-candles around the entire convenience market/travel center building, the installation of burglary and robbery alarms, as well as surveillance cameras. The conditions of approval contained herein also include a measure requiring auto-locks on the alcohol refrigerators from 2:00 a.m. to 6:00 p.m. The Rialto Police Department concludes that, if properly implemented and sustained, these safety measures will minimize crime and nuisance activities that may otherwise be associated with the establishment.

2. The proposed use would not lead to the grouping of more than four off-sale of alcoholic beverage uses within a one thousand-foot radius from the exterior of the building containing the proposed use; and;

This finding is supported by the following facts:

The request will not lead to the grouping of more than four (4) establishments that sell alcoholic beverages for off-site consumption within a 1,000-foot radius of the Site. There is currently only (1) active ABC license within 1,000 feet of the Site - (i) Shell/Jacksons at 2281 W. Casmalia Street, Rialto, CA.

3. The proposed use complies with the site Location criteria under Section 18.110.050; and;

This finding is supported by the following facts:

The proposed location of the convenience market, in which beer and wine will be available for sale, exceeds the minimum separation criteria required by Section 18.110.050 of the Rialto Municipal Code. The proposed use meets the location criteria described in Section 18.110.050 by being at least 4,960 feet from schools (minimum of 1,000 feet required), at least 3,300 feet from churches and parks (minimum of 500 feet required), and at least 2,190 feet from residential areas (minimum of 100 feet required).

4. At least one of the following additional findings:

 The proposed outlet for the off-sale of alcoholic beverages would enhance or facilitate the vitality of an existing commercial area without presenting a significant adverse impact on public health or safety;

This finding is supported by the following facts:

The proposed use will be vital to the success of the convenience market/travel center. The stability of the business requires a complete range of typical convenience-type merchandise, as other convenience markets in the near vicinity already provide this service to their customers.

SECTION 4. An Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Renaissance Specific Plan Final Environmental Impact Report ("RSP FEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with the proposed Project would either be the same or less than those described in the RSP FEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the RSP FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) for the Project.

SECTION 5. CDP No. 2021-0014 is granted to Rialto Travel Center, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. CDP No. 2021-0014 is granted allowing the sale of beer and wine for off-site consumption from a proposed 12,297 square foot convenience market/travel center within a proposed 14,697 square foot commercial building on 13.22 gross acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use designation of the Renaissance Specific Plan, as shown on the plans attached as Exhibit B, and as approved by the Planning Commission. If the

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Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.

- 2. City inspectors shall have access to the site to reasonably inspect the site during normal working hours to assure compliance with these conditions and other codes.
- 3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the Project (collectively, the "Entitlements"), whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. This condition to indemnify, protect, defend, and hold the City harmless shall include, but not limited to (i) damages, fees and/or costs awarded against the City, if any, and (ii) cost of suit, attorneys' fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant, Property owner, or the City and/or other parties initiating or bringing such proceeding (collectively, subparts (i) and (ii) are the "Damages"). Notwithstanding anything to the contrary contained herein, the Applicant shall not be liable to the City Parties under this indemnity to the extent the Damages incurred by any of the City Parties in such Action(s) are a result of the City Parties' fraud, intentional misconduct or gross negligence in connection with issuing the Entitlements. The applicant shall execute an agreement to indemnify, protect, defend, and hold the City harmless as stated herein within five (5) days of approval of CDP No. 2021-0014.
- 4. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.
- 5. The approval is for the sale of beer and wine only. If the ABC Department declares the census tract that the Site is located within to be overconcentrated, the City will comply with Section 18.110.090 of the Rialto Municipal Code, which establishes the criteria for making the required findings prior to a determination of PCN.

- 6. The sale of beer by the individual bottle or can is prohibited.
- 7. The Crime Prevention Plan endorsed by the Rialto Police Department, attached to this Resolution as "Exhibit 'A" shall be adhered to at all times
- 8. Additional crime prevention measures, as endorsed by the City of Rialto Police Department, shall be incorporated into the design and operation of the business as follows:
 - a. The management shall be responsible for educating the public regarding drunken driving laws and the related penalties for breaking those laws. This included minimum age laws, open container laws and laws related to driving under the influence of alcohol. Shall be accomplished by posting prominent signs or decals, providing brochures at the point of purchase and providing adequate training for employees.
 - b. Surveillance cameras shall be installed and shall be available to Rialto Police Department upon request.
 - c. Any coolers containing alcoholic beverages shall automatically lock at 2:00 a.m. and remain locked at all times until 6:00 a.m. daily.
 - d. Consumption of any alcoholic beverages on site is prohibited.
 - e. No advertisement of beer and wine on the exterior of the building, including window decals, posters, signs, etc.
 - f. A minimum of one (1.0) foot-candle of light shall be provided, as measured at the ground level of the entire site, from the period of one-half hour before sunset until one-half hour after sunrise. Lighting fixtures shall be so situated and shielded as not to direct or reflect lighting glare on adjacent properties or public rights-of-way.
 - g. A locking device shall be installed on the cash register. An adequate floor safe shall be installed behind the counter. Only a minimum amount of cash shall be kept in the cash register at all times.
 - h. Burglary and robbery alarm systems shall be installed as required and approved by the Rialto Police Department. A telephone with speaker push button alarm shall be installed. The telephone must have a separate button that automatically dials into 911 and will transmit on-going conversations activity. Alternatively, a panic-button, which automatically contacts the Rialto Police Department upon activation, may be installed at each register. A 24-hour security camera system shall be installed on the premises with camera locations approved by the Rialto Police Department. All surveillance and security equipment shall be continuously maintained and in operation during business hours. Surveillance footage shall be provided to the Rialto Police Department

within 12 hours after a request has been made for said footage. The software or media player required to view the type of video format shall be provided to the Rialto Police Department, if necessary. An R-P card must be filed with the Rialto Police Department containing twenty-four (24) hour phone numbers of persons to be contacted.

- i. The height of the cash register counter shall be no more than forty-two (42) inches above the floor level, and shall be illuminated during the hours of darkness so as to be clearly visible through the window areas.
- j. Employees on duty who sell alcoholic beverages must be at least 21 years of age and shall comply with the ABC rules and regulations.
- k. The business licensee for the convenience market shall maintain a litter control program around the exterior of the convenience market in order to minimize the resultant impacts of litter on properties adjacent to the store. An exterior trash receptacle for employee and customer use shall be placed near the entrance of the store.
- A building maintenance program shall be established for the purposes of maintaining the building structure and landscaping on-site in good physical appearance.
- 9. The applicant shall obtain all necessary approvals and operating permits from all Federal, State, and local agencies and provide proof thereof to the City prior to the issuance of a Certificate of Occupancy.
- 10. Six (6) months after the issuance of a Certificate of Occupancy, the Planning Commission will review Conditional Development Permit No. 2021-0014 to determine if the operator has complied with all of the required conditions of approval. Thereafter, the Planning Commission will review the approved facility on an annual basis.
- 11. The privileges granted by the Planning Commission pursuant to approval of this Conditional Development Permit are valid for one (1) year from the effective date of approval. If the applicant fails to commence the project within one year of said effective date, this conditional development permit shall be null, and void and any privileges granted hereunder shall terminate automatically. If the applicant or his or her successor in interest 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.
- 12. Approval of CDP No. 2021-0014 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.

- 13. In the event, that any operation on the Site is found to be objectionable or incompatible with the character of the City and its environs due to excessive 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 Freeway Incubator (FI) land use district of the Renaissance Specific Plan, and/or the City's General Plan, the applicant shall address the issues within forty-eight (48) hours of being notified by the City
- 14. If he applicant fails to comply with any of the conditions of approval placed upon CDP No. 2021-0014, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, or PPD No. 2021-0013, the Planning Commission may initiate proceedings to revoke the conditional development permit in accordance with the provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto Municipal Code. Conditional Development Permit No. 2021-0014 may be revoked, suspended or modified in accordance with Section 18.66.070 of the Zoning Ordinance at the discretion of the Planning Commission if:
 - a) The use for which such approval was granted has ceased to exist, been subsequently modified, or has been suspended for six (6) months or more;
 - b) Any of the express conditions or terms of such permit are violated;
 - c) The use for which such approval was granted becomes or is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, loitering, criminal activity or other undesirable characteristics including, but not strictly limited to uses which are or have become offensive to neighboring property or the goals and objectives of the Freeway Incubator (FI) land use district of the Renaissance Specific Plan, and/or the City's General Plan.

<u>SECTION 6</u>. 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 13th day of October, 2021.

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 tha		
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 theth day of, 2021.		
8	Upon motion of Planning Commissioner, seconded by Planning Commissioner		
9	, the foregoing Resolution Nowas 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 <u>th</u> day of <u>,</u> 2021.		
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20	ADRIANNA MARTINEZ, ADMINISTRATIVE ASSISTANT		
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"Exhibit A"

"Exhibit B"

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RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING PRECISE PLAN OF DESIGN NO. 2021-0013 ALLOWING THE DEVELOPMENT OF A PASSENGER VEHICLE FUEL STATION CONSISTING OF SEVEN (7) FUEL DISPENSERS AND A 5,519 SQUARE FOOT **TRUCK OVERHEAD** CANOPY, A **FUEL STATION** CONSISTING OF NINE (9) FUEL DISPENSERS AND A 3,544 SOUARE FOOT OVERHEAD CANOPY, A 14,697 SQUARE COMMERCIAL BUILDING WITH **DRIVE-THRU** SERVICE, A 6,375 SQUARE FOOT TRUCK SERVICE SHOP BUILDING, AND ASSOCIATED FUEL TANKS, PAVING, SCREEN WALLS, FENCING, LIGHTING, LANDSCAPING, AND DRAINAGE IMPROVEMENTS ON 13.22 ACRES OF LAND (APN: 1119-241-28) LOCATED AT THE SOUTHWEST CORNER OF ALDER AVENUE AND SIERRA LAKES PARKWAY WITHIN THE FREEWAY INCUBATOR (FI) LAND USE DISTRICT OF THE RENAISSANCE SPECIFIC PLAN.

WHEREAS, the applicant, Rialto Travel Center, proposes to develop a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy, a truck fuel station consisting of nine (9) fuel dispensers and a 3,544 square foot overhead canopy, a 14,697 square foot commercial building with drive-thru service, a 6,375 square foot truck service shop building, and associated fuel tanks, paving, screen walls, fencing, lighting, landscaping, and drainage improvements ("Project") on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan ("Site"); and

WHEREAS, Pursuant to Section 18.65.010 of the Rialto Municipal Code, the Project requires a Precise Plan of Design, and the applicant has agreed to apply for Precise Plan of Design No. 2021-0013 ("PPD No. 2021-0013"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0009 to facilitate the development and operation of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy on the Site ("CDP No. 2021-0009"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0010 to facilitate the development and operation of a truck fuel station consisting of a 3,544 square foot canopy with nine (9) fuel dispensers underneath on the Site ("CDP No. 2021-0010"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0011 to facilitate the establishment of a 12,297 square foot convenience market/travel center within a proposed 14,697 square foot commercial building on the Site ("CDP No. 2021-0011"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0012 to facilitate the establishment of a 2,400 square foot restaurant with drive-thru service within a proposed 14,697 square foot commercial building on the Site ("CDP No. 2021-0012"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0013 to facilitate the development and operation of a 6,375 square foot truck service shop building on the Site ("CDP No. 2021-0013"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2021-0014 to facilitate the sale of beer and wine for off-site consumption from a proposed 12,297 square foot convenience market/travel center on the Site ("CDP No. 2021-0014"); and

WHEREAS, on October 13, 2021, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on PPD No. 2021-0013, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, and CDP No. 2021-0014, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed PPD No. 2021-0013, CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, and CDP No. 2021-0014; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to PPD No. 2021-0013, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that PPD No. 2021-0013 satisfies the requirements of Section 18.65.020E of the Rialto Municipal Code pertaining to the findings which must be made precedent to approving a Precise Plan of Design application. The findings are as follows:

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

This finding is supported by the following facts:

The Project, as conditioned herein, will comply with all City ordinances and regulations, including those within the Renaissance Specific Plan. The Site has a General Plan land use designation of Specific Plan with a Specific Plan Overlay and is within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan. Those designations are intended to accommodate the development and operation of a convenience market/travel center, restaurants with drive-through facilities, vehicle service shops, and vehicle fuel stations, with approval of a Conditional Development Permit, which have been filed in conjunction with the Project. Additionally, the Project meets all of the required development standards of the FI land use district including, but not limited to, required building setbacks, parking, landscaping, building height, floor area ratio, etc.

2. The site is physically suitable for the proposed development, and the proposed development will be arranged, designed, constructed, and maintained so that it will not be unreasonably detrimental or injurious to property, improvements, or the health, safety or general welfare of the general public in the vicinity, or otherwise be inharmonious with the City's General Plan and its objectives, zoning ordinances or any applicable specific plan and its objectives; and

This finding is supported by the following facts:

The Project is consistent with the FI land use district of the Renaissance Specific Plan and the surrounding uses. The project site is bound by Sierra Lakes Parkway on the north and Alder Avenue on the east. To the north, across Sierra Lakes parkway, is a rock quarry, and to the east, across Alder Avenue, is a Shell fuel station. To the south is a San Bernardino County Flood Control Channel, and to the west is approximately 3.14 acres of vacant land.

The nearby area is predominantly designated for and developed with commercial and industrial uses, and as a result, there are no sensitive land uses near the project site. Regardless, features and measures, such as landscape buffering and safety measures listed within the Crime Prevention Plan will be maintained/implemented. Additionally, 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.

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

This finding is supported by the following facts:

The Project is anticipated to be a benefit to the community creating a more diverse economic base for the community by providing additional choices for fuel, food, and other products and services for consumers at a convenient location. The project will improve an undeveloped property with desirable improvements that will aesthetically enhance the appearance of the community and visitors exiting the SR-210 Freeway at Alder Avenue. The implementation of the project's Conditions of Approval will ensure that there is no interference with neighboring property rights, or any endanger to the peace, health, safety or welfare of the general public.

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

This finding is supported by the following facts:

The project uses are consistent with the FI land use district of the Renaissance Specific Plan. The design of the Project will ensure a continuation of the public improvements and aesthetics present in the surrounding area. The City staff have reviewed the design of the Project to ensure compliance with all health, safety, and design requirements to ensure the Project will enhance the infrastructure and aesthetics of the local community.

SECTION 3. An Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Renaissance Specific Plan Final Environmental Impact Report ("RSP FEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with the proposed Project would either be

the same or less than those described in the RSP FEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the RSP FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Renaissance Specific Plan Final Environmental Impact Report (Environmental Assessment Review No. 2021-0016) for the Project.

SECTION 4. PPD No. 2021-0013 is granted to Rialto Travel Center, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

- 1. The applicant is granted PPD No. 2021-0013 allowing the development of a passenger vehicle fuel station consisting of seven (7) fuel dispensers and a 5,519 square foot overhead canopy, a truck fuel station consisting of nine (9) fuel dispensers and a 3,544 square foot overhead canopy, a 14,697 square foot commercial building with drive-thru service, a 6,375 square foot truck service shop building, and associated fuel tanks, paving, screen walls, fencing, lighting, landscaping, and drainage improvements on 13.22 acres of land (APN: 1119-241-28) located at the southwest corner of Alder Avenue and Sierra Lakes Parkway within the Freeway Incubator (FI) land use district of the Renaissance Specific Plan, as shown on the plans attached as "Exhibit A" and as approved by the Planning Commission, subject to the Conditions of Approval contained herein.
- 2. The approval of PPD No. 2021-0013 is granted for a one (1) year period from the date of approval. Approval of PPD No. 2021-0013 will not become effective until the applicant has signed a Statement of Acceptance acknowledging awareness and acceptance of the required Conditions of Approval contained herein. Any request for an extension shall be reviewed by the Community Development Director and shall be based on the progress that has taken place toward the development of the project.
- 3. The development associated with PPD No. 2021-0013 shall comply with all Conditions of Approval contained within CDP No. 2021-0009, CDP No. 2021-0010, CDP No. 2021-0011, CDP No. 2021-0012, CDP No. 2021-0013, and CDP No. 2021-0014.
- 4. The development associated with PPD No. 2021-0013 shall comply with all applicable sections of the Renaissance Specific Plan, the Rialto Municipal Code, and all other applicable State and local laws and ordinances.
- 5. If there are circulation impacts as a result of vehicles stacking or queuing in the main drive aisles of the Site, the applicant shall implement measures to address and eliminate the impacts, if requested by the Community Development Director.

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- 6. City inspectors shall have access to the site to reasonably inspect the site during normal working hours to assure compliance with these conditions and other codes.
- 7. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the Project (collectively, the "Entitlements"), whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. This condition to indemnify, protect, defend, and hold the City harmless shall include, but not limited to (i) damages, fees and/or costs awarded against the City, if any, and (ii) cost of suit, attorneys' fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant, Property owner, or the City and/or other parties initiating or bringing such proceeding (collectively, subparts (i) and (ii) are the "Damages"). Notwithstanding anything to the contrary contained herein, the Applicant shall not be liable to the City Parties under this indemnity to the extent the Damages incurred by any of the City Parties in such Action(s) are a result of the City Parties' fraud, intentional misconduct or gross negligence in connection with issuing the Entitlements. The applicant shall execute an agreement to indemnify, protect, defend, and hold the City harmless as stated herein within five (5) days of approval of PPD No. 2021-0013.
- 8. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.
- 9. The applicant shall complete and abide by all mitigation measures contained within the Mitigation Monitoring and Reporting Program associated with the Addendum to the Renaissance Specific Plan Final Environmental Impact Report prepared for the project (Environmental Assessment Review No. 2021-0016).

- 10. The applicant shall secure the services of a tribal cultural monitor to be present during all ground disturbance activities associated with the construction of this project. The tribal cultural monitor shall be approved by the Gabrieleño Band of Mission Indians-Kizh Nation, and documentation of coordination between the applicant and the Gabrieleño Band of Mission Indians-Kizh Nation on this matter shall be provided to the Planning Division prior to the issuance of a grading permit.
- 11. The applicant shall install a "Community Marker" sign at the southwest corner of the project site, near the intersection of Alder Avenue and Sierra Lakes Parkway, in accordance with Figure 4-1 (Entries and Monuments) of the Renaissance Specific Plan. The "Community Marker" sign shall be setback five (5) feet behind the landscape easement along Alder Avenue and Sierra Lakes Parkway. The exact location of the "Community Marker" sign shall be identified on the precise grading plan prior to the issuance of a grading permit. The applicant shall obtain a building permit from the Building Division for the "Community Marker" sign, and construction of the "Community Marker" sign shall pass final inspection prior to the issuance of any Certificate of Occupancy.
- 12. In order to provide enhanced building design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall route all downspouts through the interior of all structures. The internal downspouts shall be identified within the formal building plan check submittal prior to the issuance of building permits.
- 13. In order to provide enhanced building design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall construct parapet returns, at least five (5) feet in depth from the main wall plane, at all height variations on all four (4) sides of each building. The parapet returns shall be demonstrated on the roof plans within the formal building plan check submittal prior to the issuance of building permits.
- 14. In order to provide enhanced site design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, any required bollards shall be constructed in a decorative manner. The decorative design shall be consistent with the overall architecture of the project. The final design of any bollards shall be approved by the Planning Division prior to the issuance of building permits. An elevation detail for any required bollards shall be included within the formal building plan check submittal prior to the issuance of building permits.
- 15. In order to provide enhanced building design in accordance with Section 4 (Design Guidelines) of the Renaissance Specific Plan, the applicant shall provide internal roof access only for each building. The internal roof access shall be identified within the formal building plan check submittal prior to the issuance of building permits.
- 16. Any new walls, including any retaining walls, shall be comprised of decorative masonry block. Decorative masonry block means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Pilasters shall be incorporated within all new walls. The pilasters shall be spaced a maximum of

seventy (70) feet on-center and shall be placed at all corners and ends of the wall. All pilasters shall protrude a minimum of one (1) block course above the wall and a minimum of six (6) inches to the side of the wall. All decorative masonry walls and pilasters, including retaining walls, shall include a decorative masonry cap. All walls and pilasters shall be identified on the site plan, and an elevation detail for the walls shall be included in the formal building plan check submittal prior to the issuance of building permits.

- 17. Any new fencing installed on site shall be comprised of tubular steel. Decorative masonry or decorative concrete pilasters, with a minimum dimension of sixteen (16) inch square, shall be incorporated within all new fencing visible from any public right-of-way. Decorative masonry block means tan slumpstone block, tan split-face block, or precision block with a stucco, plaster, or cultured stone finish. Decorative concrete means painted concrete with patterns, reveals, and/or trim lines. The pilasters shall be spaced a maximum of seventy (70) feet on-center and shall be placed at all corners and ends of the fencing. All decorative masonry pilasters shall include a decorative masonry cap. All fencing and pilasters shall be included in the formal building plan check submittal prior to the issuance of building permits.
- 18. Any new fencing along the frontages of Alder Avenue and Sierra Lakes Parkway shall be installed at the rear of the landscape setbacks along those street frontages. This will ensure unobstructed visibility of the Project's landscaping along Alder Avenue and Sierra Lakes Parkway.
- 19. The exterior of the trash enclosure shall match the color and materials of the buildings on-site or be comprised of decorative masonry block. Decorative masonry block means tancolored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Additionally, the trash enclosure shall contain solid steel doors and a flat solid cover. Corrugated metal and chain-link are not acceptable materials to use as a part of the trash enclosure. An elevation detail for the trash enclosure shall be provided within formal building plan check submittal prior to the issuance of building permits.
- 20. All light standards, including the base, shall have a maximum height of twenty-five (25) feet, as measured from the finished surface. 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 detail indicating the height shall be included within the formal building plan check submittal prior to the issuance of building permits.
- 21. The applicant shall submit a formal Landscape Plan Review application 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.

- 22. The applicant shall plant one (1) tree every thirty (30) feet on-center within the on-site landscape setbacks along Alder Avenue and Sierra Lakes Parkway. All trees within the landscape setback shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the landscape setback shall be permanently irrigated and maintained by the property owner. At least fifty (50) percent of the trees within the setback shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 23. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Alder Avenue. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parking shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Alder Avenue shall be the Pistachia Chinensis "Chinese Pistache", Hymenosporum Flavum "Wedding Tree" and/or the Koelrueteria Bipinnata "Chinese Lantern". The street trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 24. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Sierra Lakes Parkway. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parkway shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Sierra Lakes Parkway shall be the Hymenosporum Flavum "Wedding Tree" and/or the Pistachia Chinensis "Chinese Pistache". The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.
- 25. The applicant shall plant a row of shrubs at the rear of the landscape setbacks along Alder Avenue and Sierra Lakes Parkway for the purpose of creating a solid hedge to screen the headlights of vehicles from within the Site. All of the shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the shrubs shall be permanently irrigated and maintained into a continuous box-shape along the entire length of the landscape setbacks with a height of no less than three and one-half (3.5) feet above the finished grade. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 26. The applicant shall plant shrubs that surround all ground mounted equipment and utility boxes, including transformers, fire-department connections, backflow devices, etc. for the purpose of providing screening of said equipment and utility boxes. All equipment and utility box screen shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the equipment and utility box screen shrubs shall be permanently irrigated and maintained into a continuous box-shape with a height of no less than three and one-half (3.5) feet

above the finished grade. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

- 27. The applicant shall plant a substantial amount of trees, shrubs, and groundcover throughout all land on-site and off-site (adjacent to the project site) that is not covered by structures, walkways, parking areas, and driveways. Trees shall be planted a minimum of thirty (30) feet on-center, and all shrubs and groundcover shall be planted an average of three (3) feet on-center or less. All trees shall be minimum of fifteen (15) gallons in size upon initial planting, unless otherwise specified herein. At least fifty (50) percent of the trees shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. All shrubs shall be a minimum of one (1) gallon in size, unless otherwise specified herein. All planter areas shall receive a minimum two (2) inch thick layer of brown bark, organic mulch, and/or decorative rock upon initial planting. Pea gravel and decomposed granite are not acceptable materials to use within planter areas. All planter areas on-site shall be permanently irrigated and maintained. The planting and irrigation shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.
- 28. 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.
- 29. The applicant shall install and maintain a trash receptacle on the driver-side of the exit of the drive-thru lane. The trash receptacle shall be installed prior to issuance to the Certificate of Occupancy.
- 30. The applicant shall install a bicycle rack within the pathway area on the north side of the convenience market/travel center building prior to the issuance of the Certificate of Occupancy.
- 31. 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.
- 32. All non-glass doors shall be painted to match the color of the adjacent wall prior to the issuance of a Certificate of Occupancy.
- 33. The applicant shall comply with all applicable requirements of the California Fire Code and Chapter 15.28 (Fire Code) of the Rialto Municipal Code.
- 34. The applicant or General Contractor shall identify each contractor and subcontractor hired to work at the job site on the 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 listed on the form.

- 35. Prior to issuance of a Certificate of Occupancy, a Business License tax shall be paid based on the Retail Merchant rate.
- 36. Prior to issuance of a Certificate of Occupancy, any Lessor of the property shall pay a business license tax based on the Rental Income Property tax rate.
- 37. At the discretion of the Rialto Police Department, the applicant shall illuminate all walkways, passageways, and locations where pedestrians are likely to travel with a minimum of 1.0-foot candles (at surface level) of light during the hours of darkness. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.
- 38. At the discretion of the Rialto Police Department, the applicant shall illuminate all alleyways, driveways, and uncovered parking areas with a minimum of 1.0-foot candles (at surface level) of light during the hours of darkness. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.
- 39. The applicant shall design/construct all lighting fixtures and luminaries, including supports, poles and brackets, in such a manner as to resist vandalism and/or destruction by hand.
- 40. The applicant shall provide and maintain an illuminated channel letter address prominently placed on the convenience market/travel center building and the truck service shop building to be visible from the front of the location and the rear of the location if facing the public street, prior to the issuance of a business license for the self-storage facility. Specifications for the illuminated channel letters are as follows: The illuminated channel letters shall indicate the numerical address of the Site. The channel letters shall be at least twelve (12) inches tall and at least four (4) inches deep with a "white" color face.
- 41. The applicant, landlord, and/or operator shall install and maintain exterior security cameras on the Site that cover the entire extent of the Site, as approved by the Rialto Police Department. The security cameras shall be accessible to the Rialto Police Department via the internet through FUSUS hardware and application. The security cameras shall be installed and operational prior to the issuance of a business license for the self-storage facility.
- 42. The applicant shall install and maintain Knox boxes immediately adjacent to the exterior of the main entrance to each building and at least one (1) rear/secondary entrance on each building 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.

- 43. The applicant shall prominently display and maintain the address on the convenience market/travel center building and the truck service shop building rooftops to be visible to aerial law enforcement or fire aircraft. Specifications to be followed for alphanumeric characters are as follows: Three (3) foot tall and six (6) inches thick alphanumeric characters. The alphanumeric characters shall be constructed in such a way that they are in stark contrast to the background to which they are attached (e.g. white numbers and letters on a black background), and resistant weathering that would cause a degradation of the contrast. The address shall be displayed on the building rooftop accordingly prior to the issuance of a business license for the self-storage facility.
- 44. The applicant shall provide and maintain an audible alarm within each building, including at the rear door, prior to the issuance of a business license for the self-storage facility. The building shall be alarmed in such a way as to emit a continuous audible notification until reset by responsible personnel (e.g., alarmed exit device/crash bar).
- 45. The applicant shall comply with all conditions of approval for PPD No. 2021-0013 to the satisfaction of the City Engineer, prior to the issuance of a Certificate of Occupancy.
- 46. The applicant shall pay all applicable development impact fees in accordance with the current City of Rialto fee ordinance, including any Transportation and Traffic Fair Share Contribution fees, prior to issuance of a building permit.
- 47. The applicant shall submit a Precise Grading/Paving Plan prepared by a California registered civil engineer to the Public Works Engineering Division for review and approval. The Grading Plan shall be approved by the City Engineer prior to the issuance of any building permit.
- 48. The applicant shall submit a Geotechnical/Soils Report, prepared by a California registered Geotechnical Engineer, for and incorporated as an integral part of the grading plan for the proposed development. A copy of the Geotechnical/Soils Report shall be submitted to the Public Works Engineering Division with the first submittal of the Precise Grading Plan.
- 49. The applicant shall submit street improvement plans by a registered California civil engineer to the Public Works Engineering Division for review. The plans shall be approved by the City Engineer prior to the issuance of building permits.
- 50. The applicant shall submit traffic and signage improvement plans by a registered California civil engineer to the Public Works Engineering Division for review. The plans shall be approved by the City Engineer prior to the issuance of building permits.
- 51. The applicant shall submit sewer improvement plans by a registered California civil engineer to the Public Works Engineering Division for review. The plans shall be approved by the City Engineer prior to the issuance of building permits.

- 52. The applicant shall submit copies of approved water improvement plans prepared by a registered California civil engineer to the Public Works Engineering Division for record purposes. The plans shall be approved by West Valley Water District, the water purveyor, prior to the issuance of building permits.
- 53. The applicant shall submit a wet-signed and stamped Earthwork Cut and Fill Certification Letter prepared by a Civil Engineer registered in the State of California to the Public Works Engineering Division for review.
- 54. The applicant shall provide pad elevation certification for all building pads, in conformance with the approved Precise Grading Plan, to the Engineering Division prior to construction of any building foundation.
- 55. Prior to the issuance of Grading/On-site Construction Permit, the applicant shall apply and complete the Special District Annexation for the public street lighting and the public landscape and irrigation into the Landscape and Lighting Maintenance District 2 (LLMD2), including applicable specific plan required landscape easement areas, parkway areas, and raised medians along the property frontage.
- 56. At the discretion of the City Engineer, the applicant shall apply for annexation of the underlying property into City of Rialto Landscape and Lighting Maintenance District No. 2 ("LLMD 2") or enter into a landscape maintenance agreement to be recorded on the property. 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, parkway, and/or easement landscaping, or any new public street lighting improvements, to be maintained by the City of Rialto. All final approved plans and documents required for the annexation shall be submitted by the property owner prior to issuance of a building The annexation process shall be completed prior to recordation of any applicable Final Tract/Parcel Maps. For developments with no Final Maps or if the Final Map does not create any new parcels, the annexation process shall be completed prior to issuance of any certificate of occupancy. Due to the required City Council Public Hearing action, the annexation process takes months and as such the developer is advised to submit all plans and documents required for Special District annexation as early-on in the in the plan review and permitting process to avoid any delays with issuance of permit(s) and certificate(s) of occupancy or approval of final map(s).
- 57. At the discretion of the City Engineer, the applicant shall submit off-site landscaping and irrigation system improvement plans for review and approval at the time of first (1st) public improvement plan submittal to the Public Works Department. The parkway irrigation system shall be separately metered from the on-site private irrigation to be maintained for a period of one (1) year and annexed into a Special District. The off-site landscape and irrigation plans must show separate electrical and water meters to be annexed into the Landscape and Lighting Maintenance District No. 2 via a City Council Public Hearing. The landscape and irrigation plans shall be approved concurrently with the street improvement plans, prior to issuance of a building permit. The landscaping architect must contact the City of Rialto Landscape Contract Specialist at (909) 772-

2635 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.

- 58. If the property is accepted in the LLMD, the applicant shall guarantee all new parkway landscaping irrigation for a period of one (1) year from the date of the City Engineer acceptance. Any landscaping that fails during the one-year landscape maintenance period shall be replaced with similar plant material to the satisfaction of the City Engineer, and shall be subject to a subsequent one year landscape maintenance period. The applicant must contact the City of Rialto Landscape Contract Specialist at (909) 772-2635 to confirm a full twelve (12) months' time of non-interrupted ongoing maintenance.
- 59. The applicant shall install City Engineer approved deep root barriers, in accordance with the Public Works Landscape and Irrigation Guidelines, for all trees installed within ten (10) feet of the public sidewalk and/or curb.
- 60. The applicant is responsible for requesting from the Public Works Department any addresses needed for any building(s) and/or any electrical single/dual irrigation meter pedestal(s). The main building address shall be included on Precise Grading Plans and Building Plan set along with the PPD number. The electrical meter pedestal addresses (single or dual) shall be included in the public improvement plans.
- 61. Any dry utility improvements within the public right-of-way require a City of Rialto Encroachment Permit.
- 62. A single master Off-site Construction Permit is required for any street, wet utility, landscape and irrigation, and traffic signal improvements along the project frontage within the public right-of-way. In an effort to expedite and facilitate improvements in the public right-of-way, the applicant is responsible for submitting a multi-phase master plan traffic control plan which includes all phases of construction along the project frontage in the public right-of-way i.e. sewer, water, overhead, underground, etc. prior to the issuance of Off-site Construction Permit. Note, in an effort to simplify the permitting process, a single master Off-Site Construction Permit shall replace individual Encroachment Permits to be pulled by the developer's contactor.
- 63. The public street improvements outlined in these Conditions of Approval are intended to convey to the developer an accurate scope of required improvements, however, the City Engineer reserves the right to require reasonable additional improvements as may be determined in the course of the review and approval of street improvement plans required by these conditions.
- 64. The applicant shall construct asphalt concrete paving for streets in two separate lifts. The final lift of asphalt concrete pavement shall be postponed until such time that on-site construction activities are complete. Unless the City Engineer provide prior

authorization, paving of streets in one lift prior to completion of on-site construction is not allowed. If City Engineer authorized, completion of asphalt concrete paving for streets prior to completion of on-site construction activities, requires additional paving requirements prior to acceptance of the street improvements, including, but not limited to: removal and replacement of damaged asphalt concrete pavement, overlay, slurry seal, or other repairs.

- 65. If required by the City's spacing requirements, all new streetlights shall be installed on an independently metered, City-owned underground electrical system. The developer shall be responsible for applying with Southern California Edison ("SCE") for all appropriate service points and electrical meters. New meter pedestals shall be installed, and electrical service paid by the developer.
- 66. All street cuts for utilities shall be repaired in accordance with City Standard SC-231 within 72 hours of completion of the utility work; and any interim trench repairs shall consist of compacted backfill to the bottom of the pavement structural section followed by placement of standard base course material in accordance with the Standard Specifications for Public Work Construction ("Greenbook"). The base course material shall be placed the full height of the structural section to be flush with the existing pavement surface and provide a smooth pavement surface until permanent cap paving occurs using an acceptable surface course material.
- 67. In accordance with City Ordinance No. 1589, adopted to preserve newly paved streets, any and all street and/or trench cuts in newly paved streets will be subject to moratorium street repair standards as reference in Section 11.04.145 of the Rialto Municipal Code.
- 68. The applicant shall backfill and/or repair any and all utility trenches or other excavations within existing asphalt concrete pavement of off-site streets resulting from the proposed development, in accordance with City of Rialto Standard Drawings. The applicant shall be responsible for removing, grinding, paving and/or overlaying existing asphalt concrete pavement of off-site streets including pavement repairs in addition to pavement repairs made by utility companies for utilities installed for the benefit of the proposed development (i.e. Fontana Water Company, Southern California Edison, Southern California Gas Company, Time Warner, Verizon, etc.). Multiple excavations, trenches, and other street cuts within existing asphalt concrete pavement of off-site streets resulting from the proposed development may require complete grinding and asphalt concrete overlay of the affected off-site streets, at the discretion of the City Engineer. The pavement condition of the existing off-site streets shall be returned to a condition equal to or better than what existed prior to construction of the proposed development.
- 69. The applicant shall replace all damaged, destroyed, or modified pavement legends, traffic control devices, signing, striping, and streetlights, associated with the proposed development shall be replaced as required by the City Engineer prior to issuance of a Certificate of Occupancy.

- 70. Restripe Alder Ave to provide for one northbound through lane and a northbound shared through-left lane. Modify the traffic signal to provide for a new curb return on the southwest corner of the intersection and to provide split signal phasing. Sign al retiming will be necessary.
- 71. The applicant shall reconstruct any broken, chipped, or unsatisfactory sidewalks or curbs along the entire project frontage, in accordance with the General Plan and the City of Rialto Standard Drawings, as required by the City Engineer, prior to the issuance of a Certificate of Occupancy.
- 72. The applicant shall provide construction signage, lighting and barricading shall be provided during all phases of construction as required by City Standards or as directed by the City Engineer. As a minimum, all construction signing, lighting and barricading shall be in accordance with Part 6 "Temporary Traffic Control" of the 2014 California Manual on Uniform Traffic Control Devices, or subsequent editions in force at the time of construction.
- 73. Upon approval of any public improvement plan by the City Engineer, the improvement plan shall be provided to the City in digital format, consisting of a DWG (AutoCAD drawing file), DXF (AutoCAD ASCII drawing exchange file), and PDF (Adobe Acrobat) formats. Variation of the type and format of the digital data to be submitted to the City may be authorized, upon prior approval by the City Engineer.
- 74. The applicant shall construct 4-inch conduit within the parkway area along the entire project frontages of Alder Avenue and Sierra Lakes Parkway for future use (i.e., fiberoptics, etc.), prior to the issuance of a Certificate of Occupancy.
- 75. The applicant shall install "No Stopping Any Time" R26A(S) (CA) signage along the entire frontages of Alder Avenue and Sierra Lakes Parkway, prior to the issuance of a Certificate of Occupancy.
- 76. The applicant shall dedicate additional right-of-way along the entire frontage of Sierra Lakes Parkway, as necessary, to provide the ultimate half-width of 50 feet, or as needed to capture all public improvements as required by the City Engineer.
- 77. The applicant shall dedicate a 10-foot-wide landscape easement along the entire project frontage of Sierra Lakes Parkway, as required by the City Engineer.
- 78. The applicant shall dedicate additional right-of-way along the entire frontage of Alder Avenue, as necessary, to provide the ultimate half-width of 50 feet, or greater as needed for the future SR210/Alder Ave interchange project as required by the City Engineer.
- 79. The applicant shall dedicate a 10-foot-wide landscape easement along the entire project frontage of Alder Avenue, as required by the City Engineer.

- 80. The applicant shall dedicate additional right-of-way as may be required to provide a property line corner cutback at the southwest corner of the intersection of Alder Avenue and Sierra Lakes Parkway/Casmalia Street, in accordance with City Standard SC-235, as required by the City Engineer.
- 81. The applicant shall dedicate additional right-of-way as may be required to provide property line corner cutbacks at the corners of all new project driveways, in accordance with City Standard SC-235, as required by the City Engineer.
- 82. At the discretion of the City Engineer, the applicant shall remove existing pavement and construct new pavement with a minimum pavement section of 4 inches asphalt concrete pavement over 6 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal, along the entire frontages of Alder Avenue and Sierra Lakes Parkway in accordance with City of Rialto Standard Drawings. The pavement section shall be determined using a Traffic Index ("TI") of 10. The pavement section shall be designed by a California registered Geotechnical Engineer using "R" values from the project site and submitted to the City Engineer for approval. Pavement shall extend from clean sawcut edge of pavement at centerline of each street
- 83. At the discretion of the City Engineer, the applicant shall provide a cost estimate for review and approval by the City Engineer and pay an in-lieu fee equal to the estimate for the removal of existing and the construction of any new street pavement with a minimum pavement section of 5 inches asphalt concrete pavement over 6 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal, along the entire half-width street frontage in accordance with City of Rialto Standard Drawings. The estimate shall assume a pavement section using a Traffic Index ("TI") of 10 and using "R" values from the project site.
- 84. Prior to the issuance of any building permit, the applicant shall provide a fair-share contribution in the amount of \$577,310 towards roadway improvements to the Alder Avenue/SR-210 Interchange and the intersection of Alder Avenue and Sierra Lakes Parkway/Casmalia Street, as identified in the Traffic Impact Study prepared for the project with appropriate credits for reimbursable items and as recommended by the Transportation Commission on October 6, 2021. Enter into a reimbursement/credit agreement to establish the final amount payable to the city.
- 85. At the discretion of the City Engineer, the applicant shall dedicate additional right-of-way along the frontage of Sierra Lakes Parkway, as necessary to facilitate the construction of a dedicated eastbound to southbound right turn lane at the intersection of Alder Avenue and Sierra Lakes Parkway/Casmalia Street. At the discretion of the City Engineer, the applicant shall construct a dedicated eastbound to southbound right turn lane at the intersection of Alder Avenue and Sierra Lakes Parkway/Casmalia Street, and modify the traffic signal at the intersection of Alder Avenue and Sierra Lakes Parkway/Casmalia Street as necessary to facilitate the construction of the new dedicated right-turn lane.

- 86. At the discretion of the City Engineer, the applicant shall construct an 8-inch curb and gutter, located at least 36 feet west of the centerline along the entire frontage of Alder Avenue, or as necessary for additional northbound turning lanes as identified in the approved Traffic Impacted Analysis in accordance with City of Rialto Standard Drawings, as required by the City Engineer.
- 87. At the discretion of the City Engineer, the applicant shall construct an 8-inch curb and gutter, located 36 feet south of the centerline along the entire frontage of Sierra Lakes Parkway, in accordance with City of Rialto Standard Drawings, as required by the City Engineer. Widening for the eastbound to southbound right turn lane as described in item 84 shall be provided.
- 88. At the discretion of the City Engineer, the applicant shall construct a 6-foot-wide sidewalk located 8 feet behind the edge of curb along the entire project frontage of Sierra Lakes Parkway, in accordance with City of Rialto Standard Drawing, as required by the City Engineer.
- 89. At the discretion of the City Engineer, the applicant shall construct a 5-foot-wide sidewalk located 7 feet behind the edge of curb along the entire project frontage of Alder Avenue, in accordance with City of Rialto Standard Drawings.
- 90. The applicant shall construct the five (5) proposed commercial driveway approaches in accordance with City of Rialto Standard Drawing SC-214. The driveway approaches shall be constructed so the top of "X" is 5 feet from the property line, or as otherwise approved by the City Engineer. Nothing shall be constructed or planted in the corner cut-off area which does or will exceed 30 inches in height required to maintain an appropriate corner sight distance.
- 91. The applicant shall construct curb ramps meeting current California State Accessibility standards along both sides of each commercial driveway approach. The applicant shall ensure that an appropriate path of travel, meeting ADA guidelines, is provided across the driveway, and shall adjust the location of the access ramps, if necessary, to meet ADA guidelines, subject to the approval of the City Engineer. If necessary, additional pedestrian and sidewalk easements shall be provided on-site to construct a path of travel meeting ADA guidelines.
- 92. The applicant shall construct a curb ramp meeting current California State Accessibility standards at the southwest corner of the intersection of Alder Avenue and Sierra Lakes Parkway/Casmalia Street, in accordance with the City of Rialto Standard Drawings. The applicant shall ensure that an appropriate path of travel, meeting ADA guidelines, is provided across the westerly driveway, and shall adjust the location of the access ramps, if necessary, to meet ADA guidelines, subject to the approval of the City Engineer. If necessary, additional pedestrian and sidewalk easements shall be provided on-site to construct a path of travel meeting ADA guidelines.

- 93. The minimum pavement section for all on-site pavements shall be 2½ inches asphalt concrete pavement over 4 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal. If an alternative pavement section is proposed, the proposed pavement section shall be designed by a California registered Geotechnical Engineer using "R" values from the project site and submitted to the City Engineer for approval.
- 94. The developer shall connect to the City of Rialto sewer system and apply for a sewer connection account with Rialto Water services.
- 95. Prior to issuance of a certificate of occupancy or final City approvals, provide certification from Rialto Water Services to demonstrate that all water and/or wastewater service accounts have been documented.
- 96. The developer is advised that domestic water service is provided by West Valley Water District. The developer shall be responsible for coordinating with West Valley Water District and complying with all requirements for establishing domestic water service to the property.
- 97. Prior to performing work in the public right of way, bond for the public improvements in accordance with Municipal Code requirements.
- 98. Prior to the issuance of a Certificate of Occupancy, the Project Applicant shall construct all public improvements to the satisfaction of the City Engineer including improvements at the intersection of Alder Avenue at Sierra Lakes Parkway/Casmalia Street. Such improvements should be coordinated with the City's ongoing Alder Avenue Interchange project. If conflicts arise between the two project schedules, enter into a standard deferral agreement to complete this project's public improvements within a reasonable time after the interchange improvements are completed.
- 99. The cost of intersection improvements shall be credited towards the project's fair-share obligation towards the overall interchange project as documented in Condition #84. In the event any improvement is determined to be infeasible by the City Engineer, the obligation to construct improvements by the applicant may be relieved and shall be determined to be satisfied by the payment of fair-share obligations towards the Interchange as documented in Condition #84.
- 100. The applicant shall adhere to the City Council approved franchise agreements and disposal requirements during all construction activities, in accordance with Section 8.08 (Refuse Collection of the City of Rialto Municipal Code).
- 101. The applicant's contractors shall submit copies of recycling tickets demonstrating minimum compliance with construction waste management recycling requirements as well as chain of custody for all construction debris.

- 102. Prior to commencing with any grading, the applicant shall implement the required erosion and dust control measures shall be in place. In addition, the following shall be included if not already identified:
 - a. 6 foot high tan colored perimeter screened fencing;
 - b. Contractor information signage including contact information along the street frontage of Alder Avenue and Sierra Lakes Parkway; and,
 - c. Post dust control signage with the following verbiage: "Project Name, WDID No., IF YOU SEE DUST COMING FROM THIS PROJECT CALL: NAME (XXX) XXX-XXX, If you do not receive a response, please call the AQMD at 1-800-CUT-SMOG/1-800-228-7664."
- 103. The applicant shall submit a Water Quality Management Plan identifying site specific Best Management Practices ("BMPs") in accordance with the Model Water Quality Management Plan ("WQMP") approved for use for the Santa Ana River Watershed. The site specific WQMP shall be submitted to the City Engineer for review and approval with the Precise Grading Plan. A WQMP Maintenance Agreement shall be required, obligating the property owner(s) to appropriate operation and maintenance obligations of on-site BMPs constructed pursuant to the approved WQMP. The WQMP and Maintenance Agreement shall be approved prior to issuance of a building permit, unless otherwise allowed by the City Engineer. The development of the Site is subject to the requirements of the National Pollution Discharge Elimination System (NPDES) Permit for the City of Rialto, issued by the Santa Ana Regional Water Quality Control Board, Board Order No. R8-2010-0036. Pursuant to the NPDES Permit, the Applicant shall ensure development of the site incorporates post-construction Best Management Practices ("BMPs") in accordance with the Model Water Quality Management Plan ("WQMP") approved for use for the Santa Ana River Watershed. The Applicant is advised that applicable Site Design BMPs will be required to be incorporated into the final site design, pursuant to a site specific WQMP submitted to the City Engineer for review and approval.
- 104. The applicant shall prepare a Notice of Intent (NOI) to comply with the California General Construction Stormwater Permit (Water Quality Order 2009-0009-DWQ as modified September 2, 2009) is required via the California Regional Water Quality Control Board online SMARTS system. A copy of the executed letter issuing a Waste Discharge Identification (WDID) number shall be provided to the City Engineer prior to issuance of a grading or building permit. The applicant's contractor shall prepare and maintain a Storm Water Pollution Prevention Plan ("SWPPP") as required by the General Construction Permit. All appropriate measures to prevent erosion and water pollution during construction shall be implemented as required by the SWPPP.
- 105. Development of the site is subject to the requirements of the National Pollution Discharge Elimination System (NPDES) Permit for the City of Rialto, under the Santa Ana Regional Water Quality Control Board, Board Order No. R8-2010-0036. Pursuant to the NPDES Permit, the developer shall ensure development of the site incorporates post-construction Best Management Practices ("BMPs") in accordance with the Model

Water Quality Management Plan ("WQMP") approved for use for the Santa Ana River Watershed. The developer is advised that applicable Site Design BMPs will be required to be incorporated into the final site design, pursuant to a site specific WQMP submitted to the City Engineer for review and approval.

- 106. Prior to issuance of a certificate of occupancy or final City approvals, the applicant shall demonstrate that all structural BMP's have been constructed and installed in conformance with approved plans and specifications, and as identified in the approved WOMP.
- 107. All stormwater runoff passing through the site shall be accepted and conveyed across the property in a manner acceptable to the City Engineer. For all stormwater runoff falling on the site, on-site retention or other facilities approved by the City Engineer shall be required to contain the increased stormwater runoff generated by the development of the property. Provide a hydrology study to determine the volume of increased stormwater runoff due to development of the site, and to determine required stormwater runoff mitigation measures for the proposed development. Final retention basin sizing and other stormwater runoff mitigation measures shall be determined upon review and approval of the hydrology study by the City Engineer and may require redesign or changes to site configuration or layout consistent with the findings of the final hydrology study. The volume of increased stormwater runoff to retain on-site shall be determined by comparing the existing "pre-developed" condition and proposed "developed" condition, using the 100-year frequency storm.
- 108. Direct release of on-site nuisance water or stormwater runoff shall not be permitted to the adjacent public streets. Provisions for the interception of nuisance water from entering adjacent public streets from the project site shall be provided through the use of a minor storm drain system that collects and conveys nuisance water to landscape or parkway areas, and in only a stormwater runoff condition, pass runoff directly to the streets through parkway or under sidewalk drains. All on-site and off-site designs must comply with NPDES stormwater regulations.
- 109. The applicant shall remove any graffiti within 24 hours, before, during, and post construction.
- 110. The applicant shall submit full architectural and structural plans with all mechanical, electrical, and plumbing plans, structural calculations, truss calculations and layout, rough grading plans approved by Public Works Engineering, Water Quality Management Plan, Erosion Control Plan, Stormwater Pollution Prevention Plan, and Title 24 Energy Calculations to the Building Division for plan check and review, prior to the issuance of building permits.
- 111. The applicant shall provide a Scope of Work on the title page of the architectural plan set. The Scope of Work shall call out all work to be permitted (ex. Main structure, perimeter walls, trash enclosure, etc.).

- 112. The applicant shall design all structures in accordance with the 2019 California Building Code, 2019 California Mechanical Code, 2019 California Plumbing Code, and the 2019 California Electrical Code, 2019 Residential Code and the 2019 California Green Buildings Standards adopted by the State of California.
- 113. The applicant shall design all structures to withstand ultimate wind speed of 130 miles per hour, exposure C and seismic zone D.
- 114. As applicable, the applicant shall submit fire sprinkler, fire alarm systems, and fire hydrant plans to the Building Division for plan review concurrently with building plans and shall be approved prior to the issuance of a building permit.
- 115. Prior to the issuance of a building permit for the convenience market/travel center building, the applicant shall provide two (2) copies of plans approved by the San Bernardino County Department of Health for review by the Building Division.
- 116. The applicant shall obtain an Electrical Permit from the Building Division for any temporary electrical power required during construction. No temporary electrical power will be granted to a project unless one of the following items is in place and approved by the Building Division: (A) Installation of a construction trailer, or, (B) Security fencing around the area where the electrical power will be located.
- 117. The applicant shall install any permitted temporary construction trailer on private property. No trailers are allowed to be located within the public right-of-way.
- 118. The applicant shall design and construct accessible paths of travel from all building's accessible entrances to the public right-of-way, accessible parking, and the trash enclosure. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials, as necessary. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sec, 11A and 11B.
- 119. Prior to issuance of a Building Permit all of the following must be in place on the Site: a portable toilet with hand wash station, all BMP's, fencing and signage on each adjacent street saying "If there is any dust or debris coming from this site please contact (superintendent number here) or the AQMD if the problem is not being resolved" or something similar to this.
- 120. The applicant shall provide temporary toilet facilities for the construction workers. The toilet facilities shall always be maintained in a sanitary condition. The construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3.
- 121. All on site utilities shall be underground to the new proposed structure, unless prior approval has been obtained by the utility company or the City.

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 tha		
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 theth day of, 2021.		
8	Upon motion of Planning Commissioner, seconded by Planning Commissione		
9	, the foregoing Resolution Nowas 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 <u>th</u> day of <u></u> , 2021.		
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20	ADRIANNA MARTINEZ, ADMINISTRATIVE ASSISTANT		
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"Exhibit A"



City of Rialto

Legislation Text

File #: PC-21-0733, Version: 1, Agenda #:

Planning Commission - Miscellaneous Items Tracking Report

PLANNING COMMISSION – OCTOBER 13, 2021 MISCELLANEOUS ITEMS TRACKING REPORT

Item Description	Status
Frisbee Park	 Police is coordinating with Public Works to reinstall the cameras Public Works to install proper power connections Police working to recruit camera vendor Cameras to be installed Summer 2022 at the latest
Sales of Alcohol for Off-Site Consumption	Ongoing Staff preparing exhibits to show locations of alcohol selling establishments Exhibits anticipated to be ready 10/27