



## SITE ACCESS MEMORANDUM

**TO:** Daniel Rosas, Associate Planner | City of Rialto

**FROM:** Perrie Ilercil | GANDDINI GROUP, INC.

**DATE:** May 11, 2022

**SUBJECT:** 2889 Locust Avenue Warehouse Project Site Access Memorandum  
Project No. 19465

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### PROJECT DESCRIPTION

The 4.81-acre project site is located at 2889 Locust Avenue, within the Rialto Airport Specific Plan, in the City of Rialto, California. The project site is currently undeveloped and zoned for planned industrial development (I-PID). The proposed project involves construction of a new 99,124 square foot warehouse building. The proposed project also includes 3 parking stalls for trucks, and 69 standard parking stalls. Access to the Project Site would be provided by two access driveways on Locust Avenue. The project location map and proposed site plan are shown in Figures 1 and 2.

### PROJECT TRIP FORECASTS

#### **Project Trip Generation**

Table 1 shows the proposed project trips generation based on trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021), and, City of Rialto *Traffic Impact Analysis Guidelines* (December 2013) for truck mix by axle breakdown. As also shown in Table 1, the proposed project is forecast to generate a total of approximately 169 daily vehicle trips, including 16 vehicle trips during the AM peak hour and 17 vehicle trips during the PM peak hour. In passenger car equivalent (PCE) trips, the project is forecast to generate approximately 283 daily PCE trips, including 20 PCE trips during the AM peak hour and 21 PCE trips during the PM peak hour.

#### **Project Trip Distribution & Assignment**

Figure 3 shows the forecast outbound and inbound directional distribution patterns for the project generated trips, respectively. The project trip distribution patterns were determined in consultation with City staff based on review of existing traffic data, surrounding land uses, and the local and regional roadway facilities in the project vicinity.

Based on the identified project trip generation and distributions, project weekday average daily traffic volumes have been calculated and are shown on Figure 3. Project-generated weekday AM peak hour, and PM peak hour intersection turning movement volumes are also shown on Figure 3. All volumes are shown in PCE.



## **SITE ACCESS ANALYSIS**

### **Sight Distance Evaluation**

#### Approach Stopping Sight Distance

Sight distance requirements are based on the prevailing speed of the roadway, as well as, the vertical and horizontal alignment. Sight distance at the project driveways shall comply with standard City of Rialto, national or state (Caltrans) requirements. Sight distance is the length of roadway visible to the driver. Two types of sight distance are considered for this driveway: (1) stopping sight distance and (2) corner sight distance.

Stopping sight distance is the distance for a vehicle traveling at a given speed to stop before reaching a stationary object in its path. The stopping sight distance is measured from the driver's eye, which is located 3.5 feet above the pavement and right of the centerline of the travel lane to an object that is two feet above the pavement. The stopping sight distance for a driver approaching on the major roadway to see a vehicle exiting from the minor roadway at the prevailing speed is determined in accordance with Table 201.1 in the *Highway Design Manual* (Caltrans, 7th Edition, July 2020).

The speed limit along Locust Avenue is currently posted at 45 miles per hour; however, the 85-percentile measured speed is 55 miles per hour. Per the state standard, the minimum required line of sight for a vehicle on Locust Avenue approaching at 55 miles per hour to see a vehicle exiting from the project access is 500 feet.

#### Intersection Departure Sight Distance

Corner sight distance provides adequate time for the stopped vehicle on the minor road to either cross all lanes of through traffic, cross the near lanes for left turn, or turn right into the near lanes, without requiring major approach traffic to radically alter their speed. The area between the line of sight and the centerline of the nearest approaching lane is defined as the limited use area, (i.e. intersection departure sight triangle). Corner sight distance is measured from the driveway driver's eye to an object that is 4.25 feet above the pavement in the center of the approach lane (such as an on-coming vehicle). For corner stopping distance, the stopped vehicle driver's eye is located 3.5 feet above the pavement, 3 feet right of the centerline of the driveway, and 10 feet setback from the curb extension if there is a 5-foot minimum shoulder width. The driver's view point is typically setback 15 feet from the shoulder line. This allows sufficient space for the exiting driver on the minor road to wait without the front bumper intruding into the travel lane on the major road. Less intersection sight distance may be needed at roundabouts, signalized or all-way stop intersections; however, stopping sight distance is generally accepted as the minimum line of sight that should be provided. At signalized private road intersections, the minimum corner sight distance may be equal to the stopping sight distance (see *Highway Design Manual*, Index 405.1(2)(c)).

The minimum corner sight distance requirement is determined in accordance with American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* (2018) ["the AASHTO Greenbook"]. The AASHTO Greenbook chapter nine information is summarized on Figure 405.1 and Table 405.1A in the *Highway Design Manual*. For unsignalized locations, the minimum corner sight distance is determined by the following equation:

$$\text{Corner Sight Distance} = 1.47 \times V_m \times T_g$$

$V_m$  = major roadway design speed; and  
 $T_g$  = time gap in seconds for the minor road vehicle to enter the major road



The time gap accounts for the standard car right-turn as well as additional time to cross multiple lanes for left turns and additional time for trucks which have a slower starting speed in comparison to automobiles. The applicable corner sight distance time gap for passenger cars is 6.5 seconds for right-turns 7.5 seconds for left-turns, and for combination trucks, the time gap is 10.5 seconds for right-turns and 11.5 seconds for left-turns.

#### Restricted Use Area Parking Restrictions

As shown on Figure 4, the calculated corner sight distance for cars exiting the north driveway is 526 feet for right-turns and 606 feet for left turns. Based the speed of 55 miles per hour on Locust Avenue, the restricted use area that is located within 8 feet off of the curb is shown on the diagram to determine areas for “no parking” designation. For the north driveway, the restricted use area is within 8 feet of the curb from approximately 375 feet north of the north driveway to approximately 105 feet south of the south driveway.

As shown on Figure 5, the corner sight distance is 695 feet for right-turns and 761 feet for left turns for trucks exiting the south-driveway onto Locust Avenue. The above-mentioned parking restriction includes the south driveway restriction. For the south driveway, the restricted use area is within 8 feet of the curb from approximately 317 feet north of the north driveway to approximately 580 feet south of the south driveway.

A parking restriction via red curb markings or signage along the east side of Locust Avenue is recommended from approximately 375 feet north of the north driveway to approximately 580 feet south of the south driveway.

#### Restricted Use Area Landscape Restrictions

It is recommended that the landscape plan for the site should utilize the sight distance principals to avoid placing obstructions (such as dense trees or monument signs) within the limited use area on either side of the proposed project access driveways. Ultimately, the final grading, landscaping, and street improvement plans should demonstrate that sight distance standards are met in accordance with applicable City of Rialto, national and state sight distance standards. The on-site restricted use area is shown on the *Sight Line Exhibit* provided by CA Engineering (May 3, 2022) which is included in Attachment A.

#### **Vehicle Turning Movements**

##### Truck Turning Template

The south driveway is the truck access driveway for this site. Truck turning templates for both inbound and outbound truck turning movements at the project south driveway is provided on the *Truck Turning Plan* provided by CA Engineering (December 29, 2021) which is included in Attachment B.

##### Truck On-Site Turning Around

Additionally, the ability of the truck to turn around and access the rear dock position is shown on the *Site Plan* provided by RGA Office of Architectural Design (April 20, 2022) which is included in Attachment C.

#### **Project Design Features**

The following improvements will be constructed by the project to provide project site access:



1. Locust Avenue (NS) at Project North Driveway (EW)
  - Install westbound stop control.
  - Construct the westbound approach to provide one shared left/right turn lane.
2. Locust Avenue (NS) at Project South Driveway (EW)
  - Install westbound stop control.
  - Construct the westbound approach to provide one shared left/right turn lane.

A parking restriction via red curb markings or signage along the east side of Locust Avenue is recommended from approximately 375 feet north of the north driveway to approximately 580 feet south of the south driveway.

## CONCEPT DESIGN

### **Project Adjacent Roadway Improvements**

Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development.

#### Roadway Plan and Cross-Section

The site-adjacent roadway improvement is shown on the *Conceptual Grading and Utility Plan* provided by CA Engineering (April 28, 2022) which is included in Attachment D. The approximate 331 feet of project frontage on the east side of Locust Avenue will be widened by 20 feet to the full half width of 32 feet. The typical roadway cross-section for the roadway improvements adjacent to the project frontage is included on the *Conceptual Grading and Utility Plan* provided by CA Engineering (April 28, 2022) which is included in Attachment D.

#### Pavement Transition

The area immediately south of the project is currently unimproved to the roadway ultimate half-section. A 50-foot pavement approach transition is recommended widening from the unimproved section to the proposed improved section. The transition may not include roadside improvements such as curb or landscaping. This is consistent with other improved sections along this roadway.

#### Signing and Striping

Locust Avenue classified as a 4-lane undivided secondary roadway which is a designated truck route with no proposed bike lanes. The existing centerline striping on Locust Avenue will remain in place with the project frontage roadway improvements. The roadway at this time is not fully developed to permit a continuous second lane along the project frontage, so no additional roadway striping is anticipated for this project. No conceptual striping or striping plans are developed at this time as there are no off-site traffic control improvements.

### **General Notes**

The project shall comply with the following conditions as part of the City of Rialto's standard development review process:



- All construction plans for roadway design, signing/striping, and traffic control improvements relating to the proposed project shall be submitted to City of Rialto Public Works Department for approval and constructed in accordance with applicable engineering standards.
- The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met in accordance with applicable City of Rialto, national or state sight distance standards.
- A construction work site traffic control plan shall be submitted to the City for review and approval prior to the issuance of a grading permit or start of any construction work. The plan shall identify any roadway closures, shoulder closures, detours or flagging operation as well as hours of operation. All construction related trips shall be restricted to off-peak hours to the extent possible.



**Table 1**  
**Project Trip Generation**

Land Use: Warehousing  
Size: 99,124 TSF

TRIP GENERATION RATES PER TSF <sup>1</sup>								
Vehicle Type	Source <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily Rate
		In	Out	Rate	In	Out	Rate	
All Vehicles	ITE 150	77%	23%	0.170	28%	72%	0.180	1.710
Trucks Only	ITE 150/Rialto	52%	48%	0.020	52%	48%	0.030	0.684
Passenger Car (88.2% AM, 83.3% PM, 60.0% Daily)		0.116	0.035	0.151	0.042	0.108	0.150	1.026
Truck (11.8% AM, 16.7% PM, 40.0% Daily)		0.010	0.010	0.020	0.016	0.014	0.030	0.684
Truck Mix:	Rialto							
2-Axle Trucks (2.0%)		0.000	0.000	0.000	0.000	0.000	0.000	0.014
3-Axle Trucks (28.0%)		0.003	0.003	0.006	0.004	0.004	0.008	0.192
4+ Axle Trucks (70.0%)		0.007	0.007	0.014	0.011	0.010	0.021	0.479

VEHICLE TRIPS GENERATED							
Vehicle Type	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Passenger Car	11	3	14	4	11	15	102
Trucks							
2-Axle Trucks	0	0	0	0	0	0	1
3-Axle Trucks	0	0	0	0	0	0	19
4+ Axle Trucks	1	1	2	1	1	2	47
Subtotal	1	1	2	1	1	2	67
Total Vehicle Trips Generated	12	4	16	5	12	17	169

PCE <sup>3</sup> TRIPS GENERATED								
Vehicle Type	PCE Factor <sup>4</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Passenger Car	1.0	11	3	14	4	11	15	102
Trucks								
2-Axle Trucks	1.5	0	0	0	0	0	0	2
3-Axle Trucks	2.0	0	0	0	0	0	0	38
4+ Axle Trucks	3.0	3	3	6	3	3	6	141
Subtotal		3	3	6	3	3	6	181
<b>Total PCE Trips Generated</b>		<b>14</b>	<b>6</b>	<b>20</b>	<b>7</b>	<b>14</b>	<b>21</b>	<b>283</b>

Notes:

(1) TSF = Thousand Square Feet

(2) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = ITE Land Use Code.

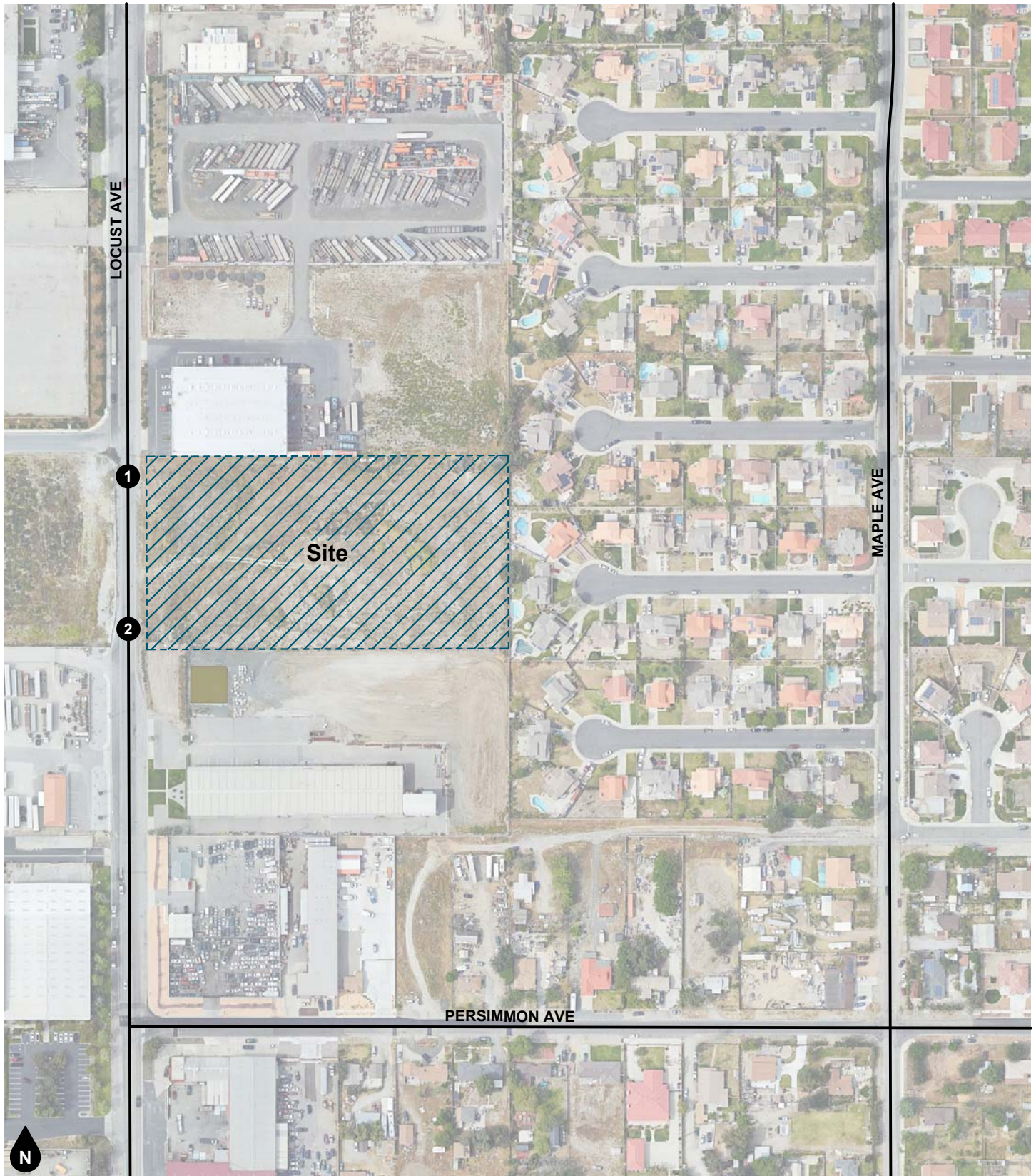
Rialto = City of Rialto Traffic Impact Analysis Report Guidelines and Requirements (December 2013).

Per City of Rialto guidelines, 40% daily truck was used. ITE truck rates for AM and PM peak hours.

(3) PCE = Passenger Car Equivalent

(4) Source: San Bernardino County Congestion Management Program (2016), Appendix B.



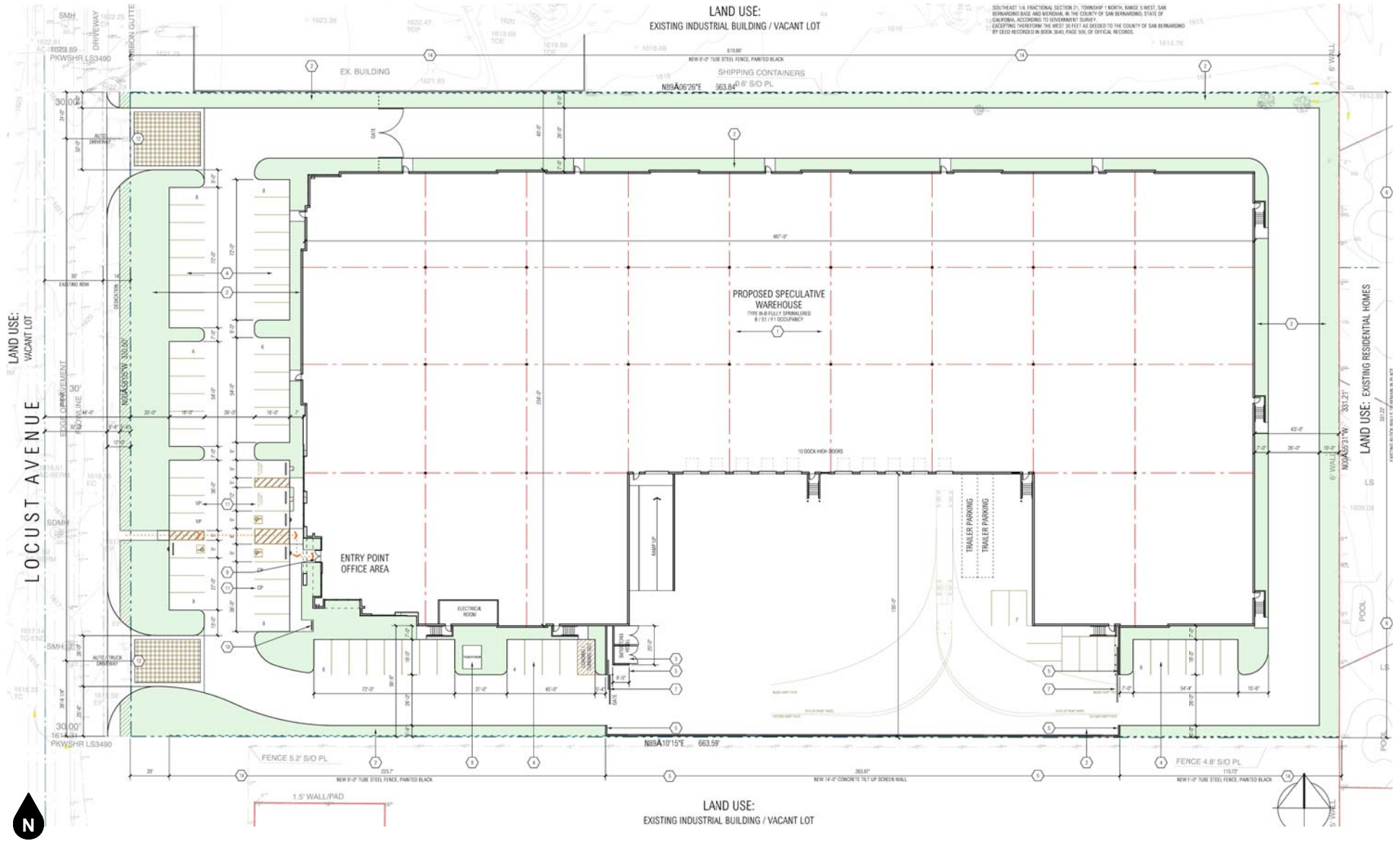


Legend

# Study Intersection

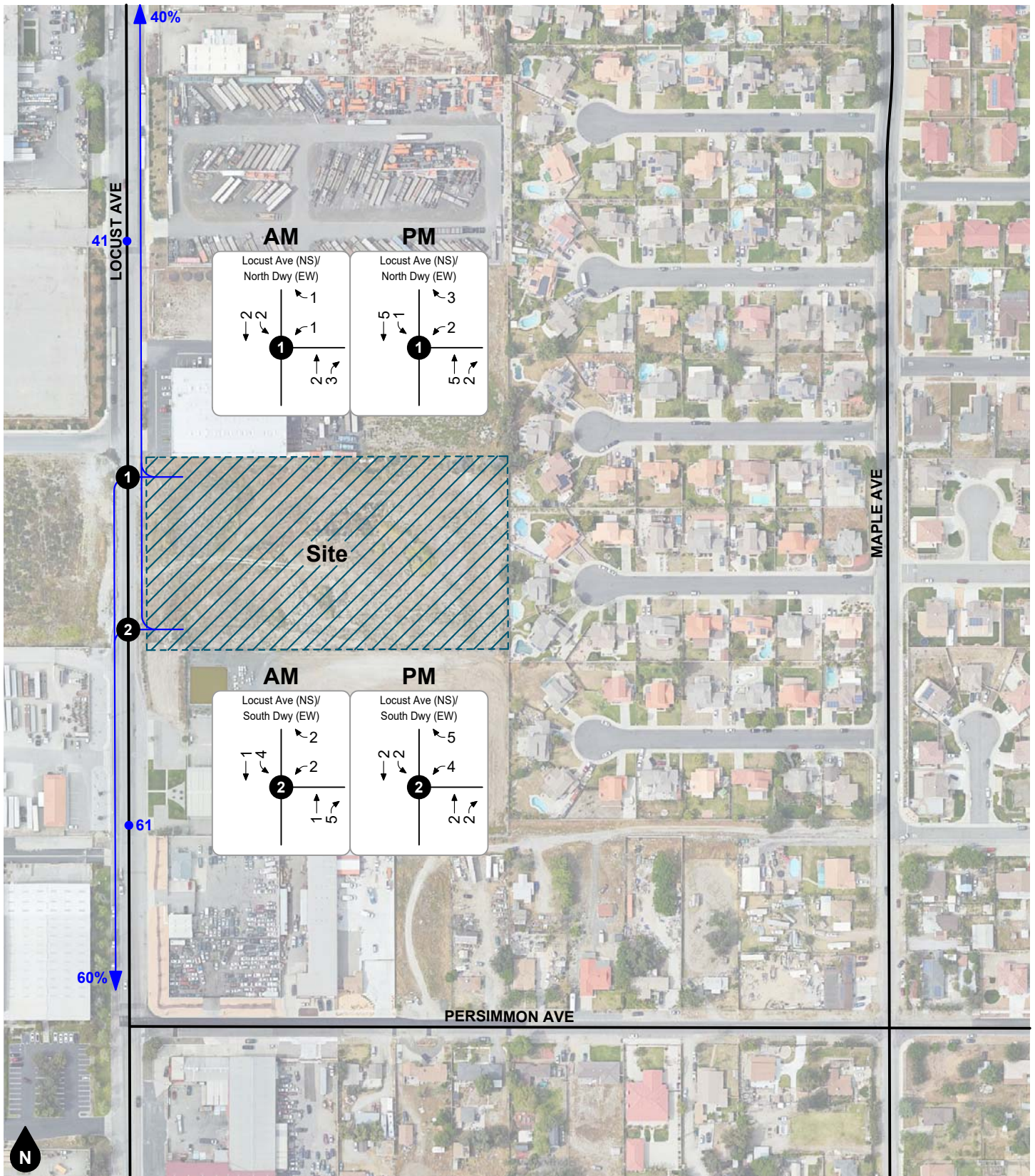
**Figure 1**  
**Project Location Map**





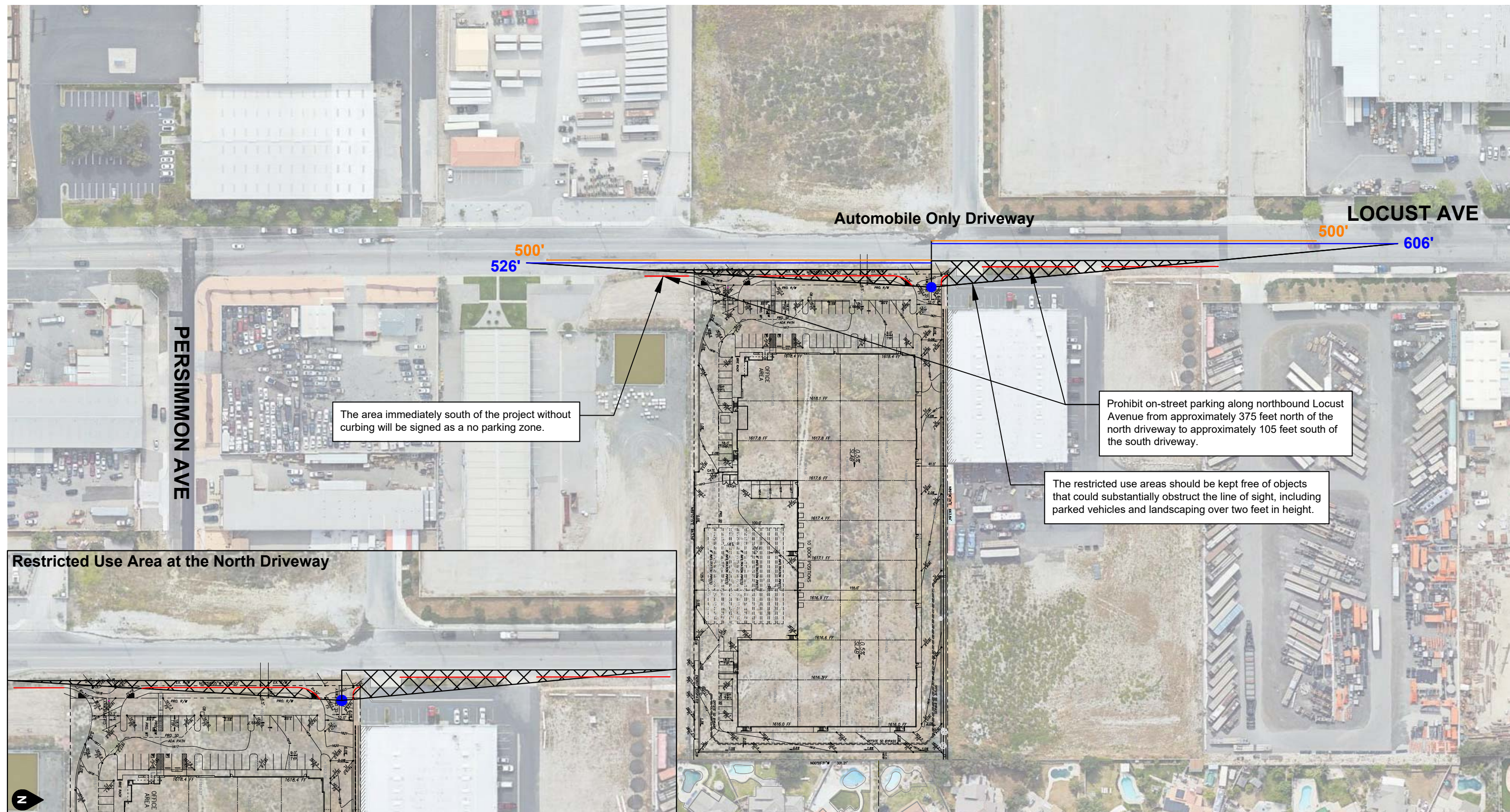
**Figure 2**  
**Site Plan**





**Figure 3**  
**Project Trip Distribution and Traffic Volumes**





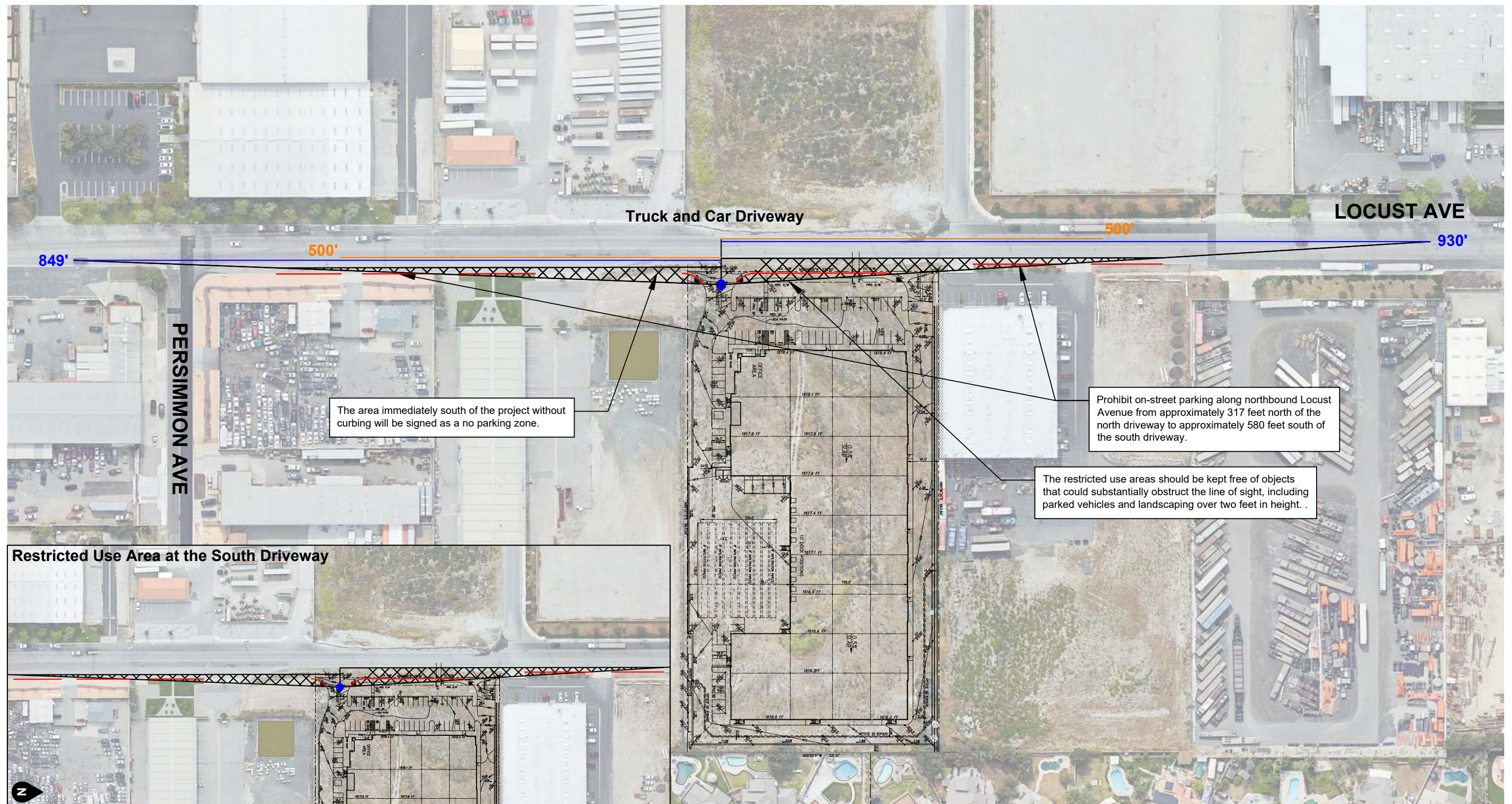
#### Legend

- Intersection Sight Distance
- Stopping Sight Distance
- X Restricted Use Area
- Driver's Eye (10 foot setback from curbline extension and 3 feet right of centerline)

Major Road Design Speed ( $V_m = 55$  MPH)  
 Stopping Sight Distance = 500 Feet  
 Corner Sight Distance (CSD) =  $1.47 \times V_m \times T_g$   
 Time Gap For Cars ( $T_g = 6.5$ sec. Right Turn and 7.5sec. Left Turn)  
 CSD Right = 526 Feet  
 CSD Left = 606 Feet

**Figure 4**  
**Sight Distance Analysis North Driveway**





#### Legend

- Intersection Sight Distance
- Stopping Sight Distance
- X Restricted Use Area
- Driver's Eye (10 foot setback from curbline extension and 3 feet right of centerline)

Major Road Design Speed ( $V_m = 55$  MPH)  
 Stopping Sight Distance = 500 Feet  
 Corner Sight Distance (CSD) =  $1.47 \times V_m \times T_g$   
 Time Gap For Trucks ( $T_g = 10.5$ sec. Right Turn and 11.5sec. Left Turn)  
 CSD Right = 849 Feet  
 CSD Left = 930 Feet

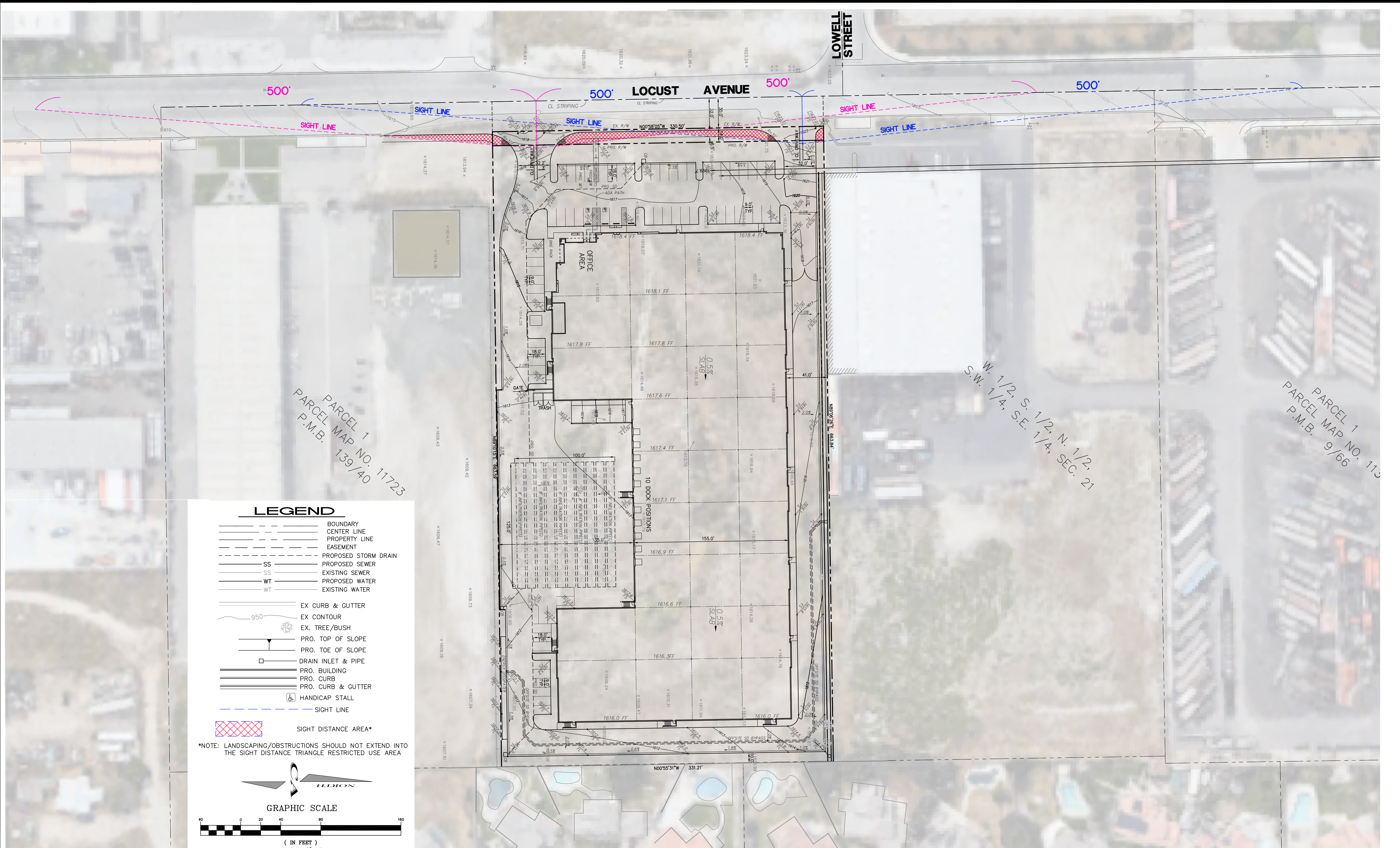
**Figure 5**  
**Sight Distance Analysis South Driveway**



## **Attachment A**

**Sight Line Exhibit, CA Engineering (May 3, 2022)**





# SIGHT LINE EXHIBIT

2889 N. LOCUST AVE.  
RIALTO, CA

**XEBEC REALTY PARTNERS**  
3010 OLD RANCH PARKWAY, STE 470  
SEAL BEACH, CA 90740  
562-546-0252  
CONTACT: MR. STEVEN CHRISTIE



FRED CORNWELL R.C.E. 45591

4/27/22  
DATE

PREPARED BY:  
**CA ENGINEERING, INC.**  
Planning • Engineering • Surveying  
13821 NEWPORT AVE., STE 110  
TUSTIN, CA 92780  
949-724-9480 949-724-9484 FAX

DATE	BY	REVISION	DATE May 03 2022
			JOB NO. 251-55
			Sht. 1 of 1



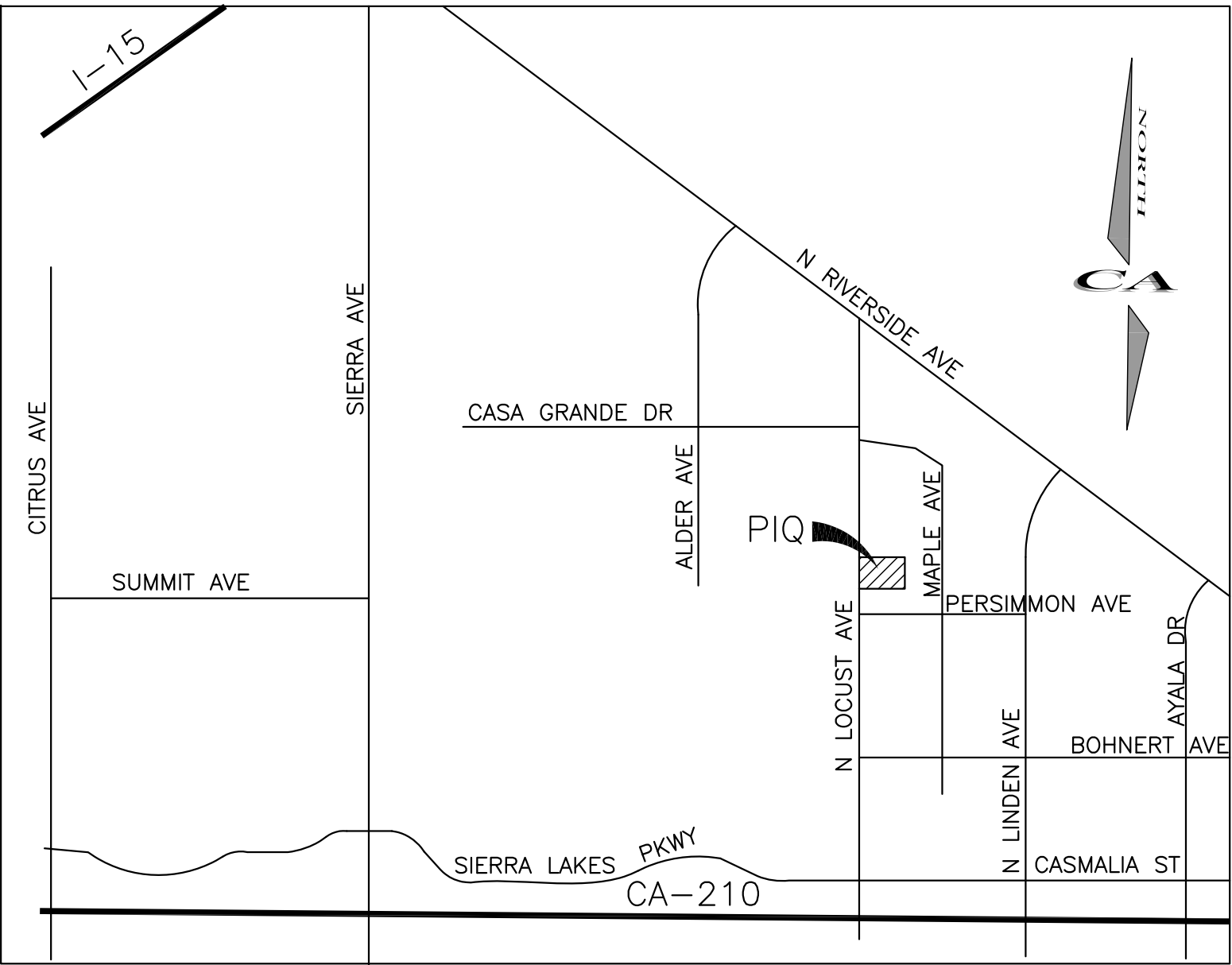
## **Attachment B**

### **Truck Turning Plan, CA Engineering (December 29, 2021)**



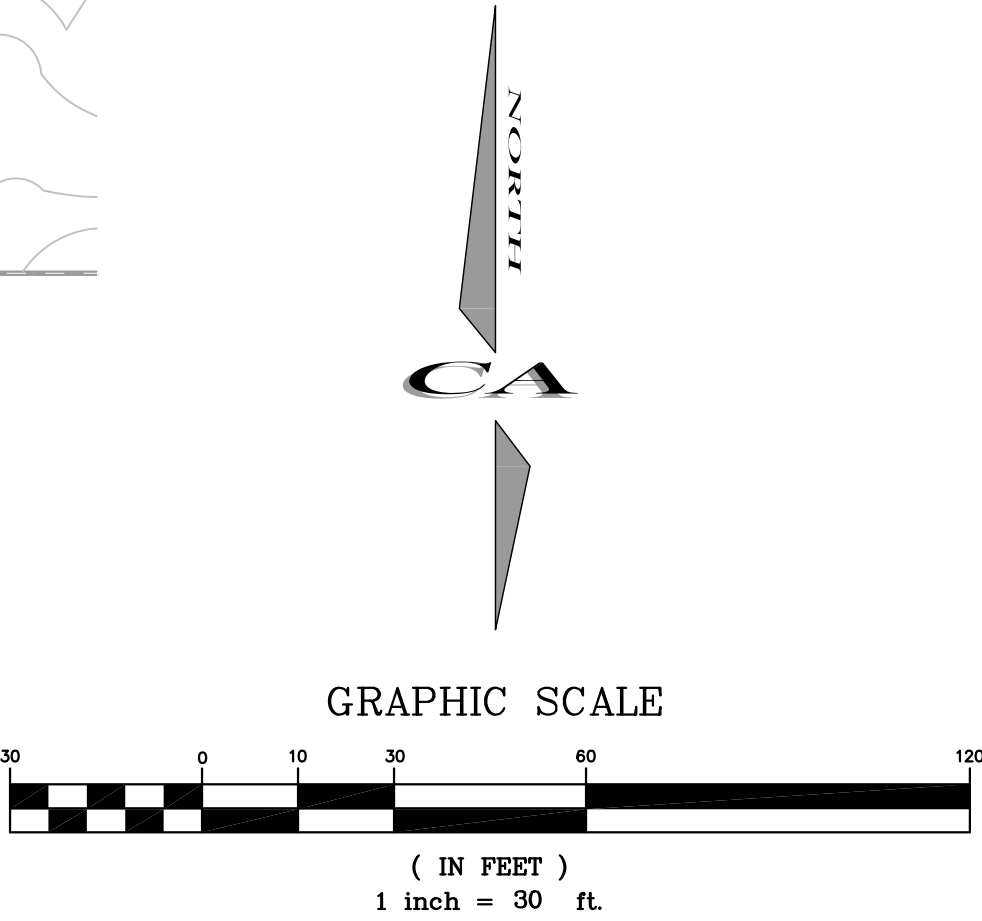
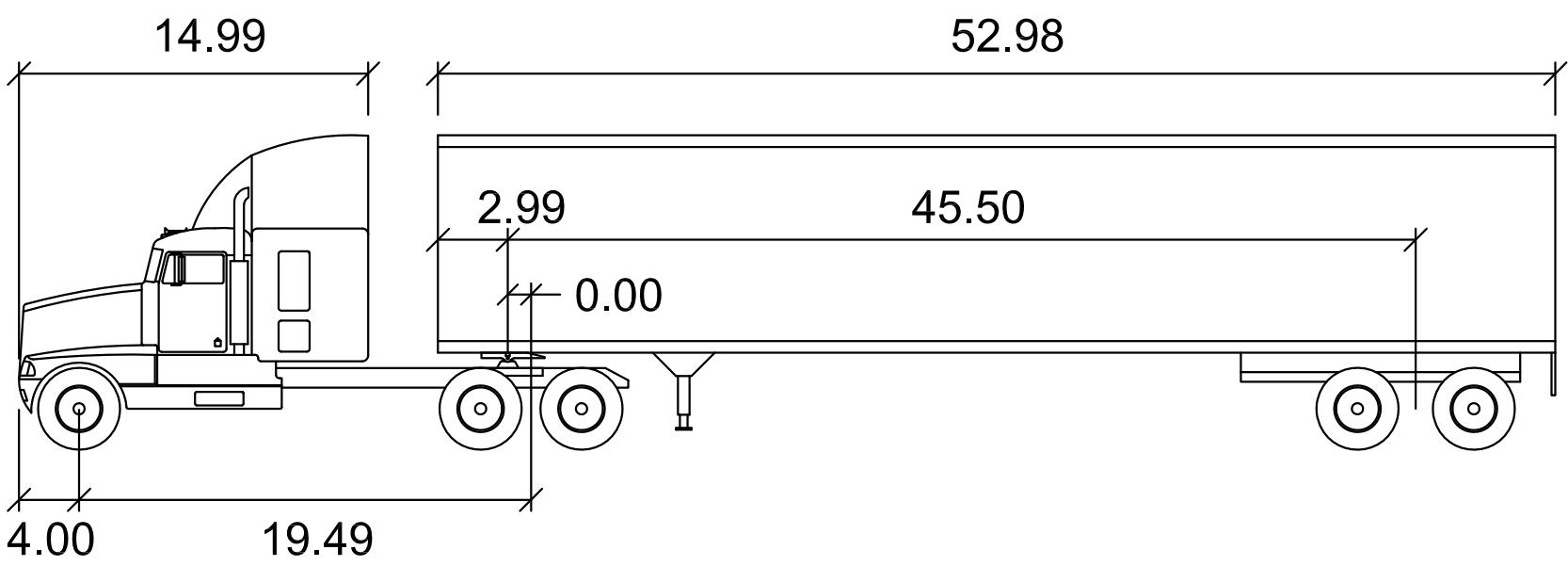
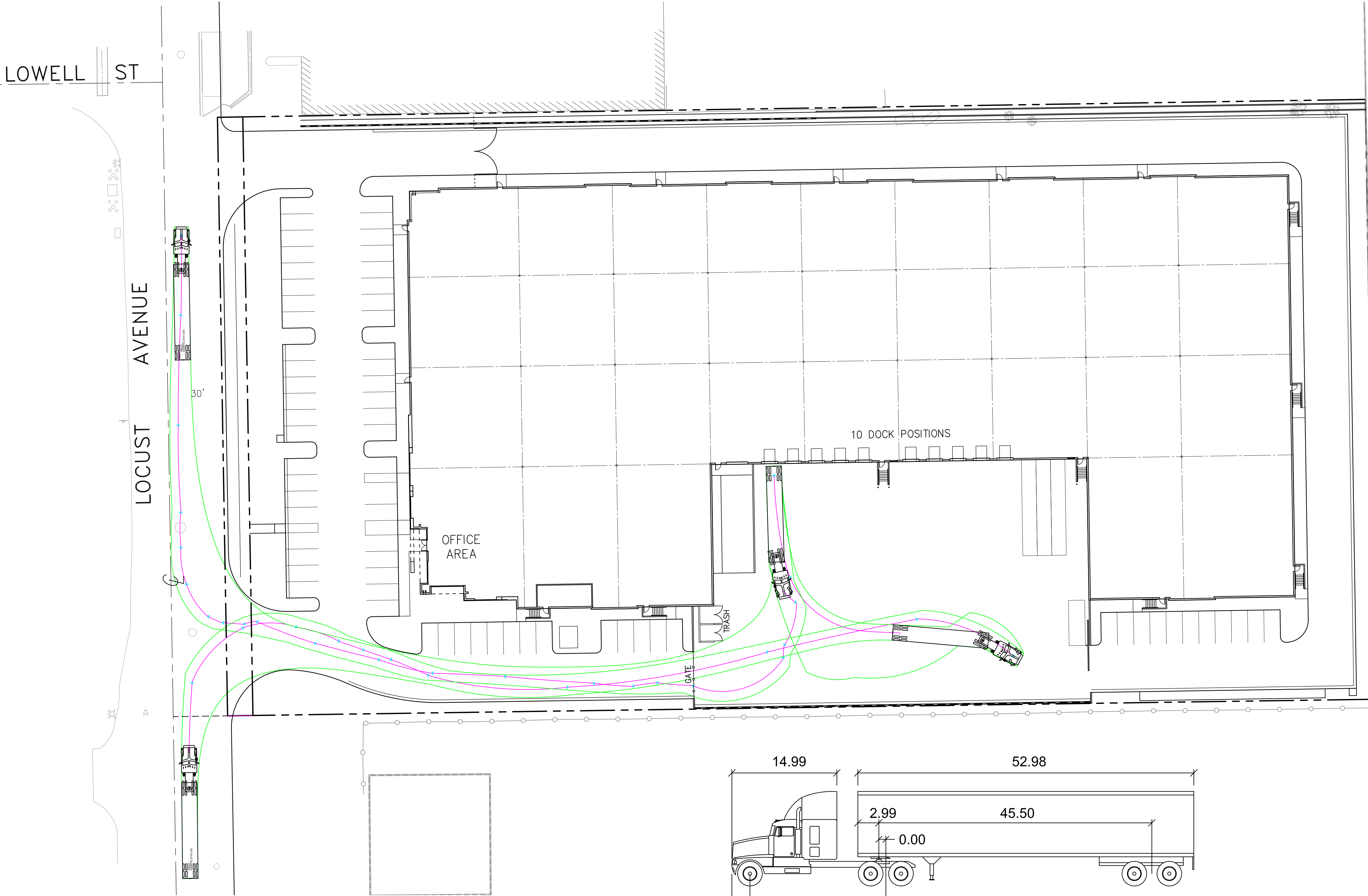
TRUCK TURNING

2889 N. LOCUST AVE.  
RIALTO, CA



VICINITY MAP

NOT TO SCALE



LEGEND

- |                      |                             |                    |
|----------------------|-----------------------------|--------------------|
| BOUNDARY             | TC — TOP OF CURB            | N — NORTH          |
| CENTER LINE          | FL — FLOWLINE               | S — SOUTH          |
| PROPERTY LINE        | PP — POWER POLE             | E — EAST           |
| EASEMENT             | AC — ASPHALT CONCRETE       | W — WEST           |
| PROPOSED STORM DRAIN | WM — WATER METER            | NLY — NORTHERLY    |
| PROPOSED SEWER       | LP — LIGHT POLE             | SLY — SOUTHERLY    |
| EXISTING SEWER       | PB — PULLBOX                | ELY — EASTERLY     |
| PROPOSED WATER       | GA — GUY ANCHOR             | ELY — WESTERLY     |
| EXISTING WATER       | EC — EDGE OF CONCRETE       | PL — PROPERTY LINE |
|                      | MW — MONUMENT WELL          |                    |
| EX CURB & GUTTER     | FH — FIRE HYDRANT           | W WATER VALVE      |
| EX CONTOUR           | GP — GUARD POST             | FIRE HYDRANT       |
| PRO. TOP OF SLOPE    | WV — WATER VALVE            | TREE/BUSH          |
| PRO. TOE OF SLOPE    | VLT — VAULT                 | STREET LIGHT       |
| DRAIN INLET & PIPE   | ER — ELECTRIC RISER         | PULL BOX           |
| PRO. BUILDING        | SCO — SEWER CLEANOUT        | SIGN               |
| PRO. CURB            | SDMH — STORM DRAIN MANHOLE  | HANDICAP STALL     |
| PRO. CURB & GUTTER   | LS — LANDSCAPE              |                    |
|                      | IF — IRON FENCE             |                    |
|                      | CLF — CHAIN LINK FENCE      |                    |
|                      | BO — BLOWOFF                |                    |
|                      | SMH — SEWER MANHOLE         |                    |
|                      | UTIL — UTILITY              |                    |
|                      | CB — CATCH BASIN            |                    |
|                      | DI — DRAIN INLET            |                    |
|                      | FDC — FIRE DEPT. CONNECTION |                    |

WB-67

Tractor Width	: 8.01	Lock to Lock Time	: 6.0 s
Trailer Width	: 8.50	Steering Angle	: 28.4 deg
Tractor Track	: 8.01	Articulating Angle	: 75.0 deg
Trailer Track	: 8.50		

XEBEC REALTY PARTNERS

3010 OLD RANCH PARKWAY, STE 470  
SEAL BEACH, CA 90740  
562-546-0252  
CONTACT: MR. STEVEN CHRISTIE



FRED CORNWELL R.C.E. 45591 DATE

PREPARED BY:

**CA ENGINEERING, INC.**  
Planning • Engineering • Surveying

13821 NEWPORT AVE., STE 110  
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949-724-9480 949-724-9484 FAX

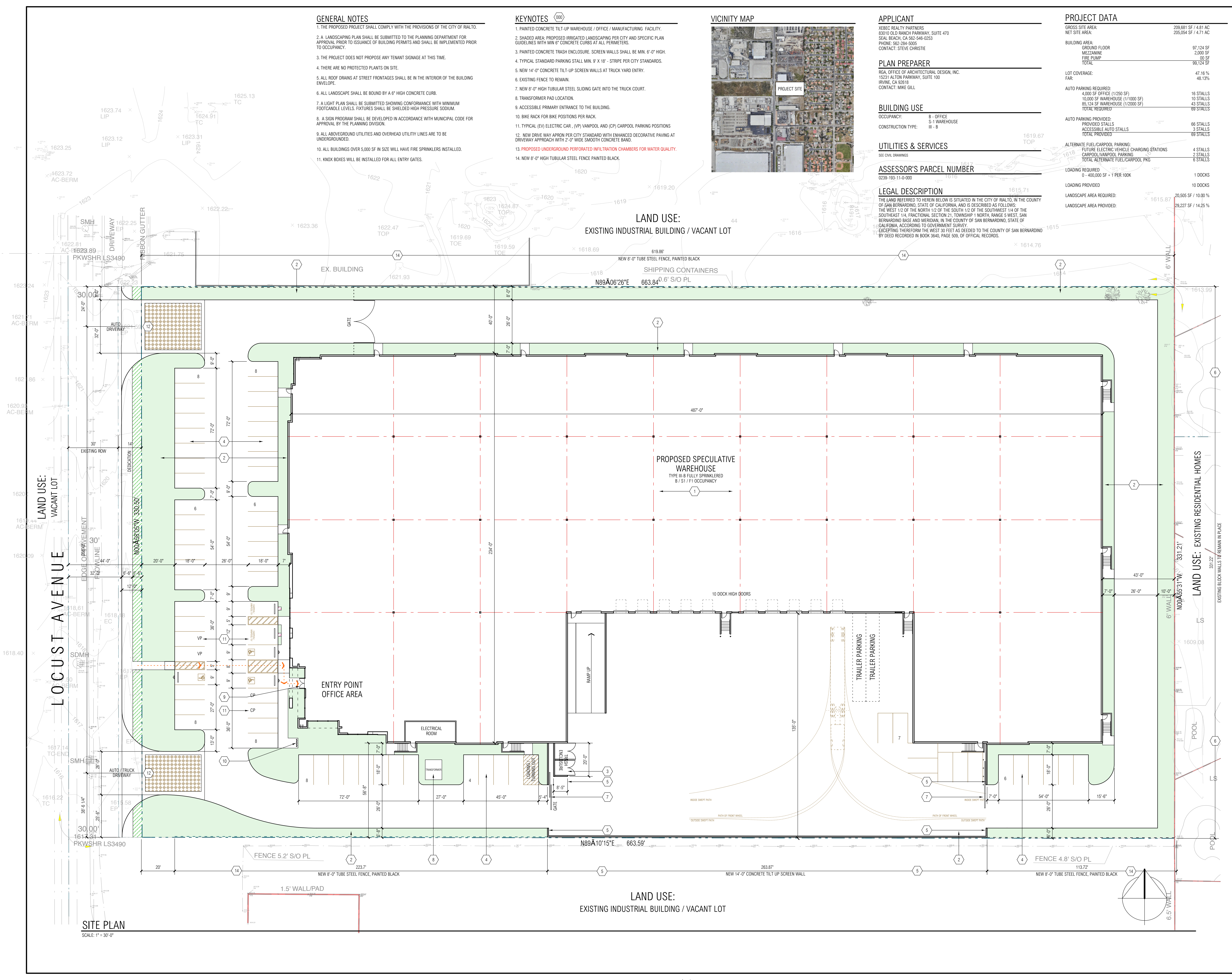
DATE	BY	REVISION	DATE
			Dec 29 2021
			JOB NO.
			251-55
			Sht. C-3



## **Attachment C**

**Site Plan, RGA Office of Architectural Design (April 20, 2022)**





- GENERAL NOTES**
1. THE PROPOSED PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE CITY OF RIALTO.
  2. A LANDSCAPE PLAN SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR APPROVAL PRIOR TO ISSUANCE OF BUILDING PERMITS AND SHALL BE IMPLEMENTED PRIOR TO OCCUPANCY.
  3. THE PROJECT DOES NOT PROPOSE ANY TENANT SIGNAGE AT THIS TIME.
  4. THERE ARE NO PROTECTED PLANTS ON SITE.
  5. ALL ROOF DRAINS AT STREET FRONTS SHALL BE IN THE INTERIOR OF THE BUILDING ENVELOPE.
  6. ALL LANDSCAPE SHALL BE BOUND BY A 6" HIGH CONCRETE CURB.
  7. A LIGHT PLAN SHALL BE SUBMITTED SHOWING CONFORMANCE WITH MINIMUM FOOTCANDLE LEVELS. FIXTURES SHALL BE SHIELDED HIGH PRESSURE SODIUM.
  8. A SIGN PROGRAM SHALL BE DEVELOPED IN ACCORDANCE WITH MUNICIPAL CODE FOR APPROVAL BY THE PLANNING DIVISION.
  9. ALL ABOVEGROUND UTILITIES AND OVERHEAD UTILITY LINES ARE TO BE UNDERGROUNDED.
  10. ALL BUILDINGS OVER 5,000 SF IN SIZE WILL HAVE FIRE SPRINKLERS INSTALLED.
  11. KNOX BOXES WILL BE INSTALLED FOR ALL ENTRY GATES.

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



**APPLICANT**  
XEBEC REALTY PARTNERS  
3010 OLD RANCH PARKWAY, SUITE 470  
SEAL BEACH, CA 92654-0253  
PHONE: 562-284-5005  
CONTACT: STEVE CHRISTIE

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

**BUILDING USE**  
OCCUPANCY: B - OFFICE  
S-1 WAREHOUSE  
CONSTRUCTION TYPE: III - B

**UTILITIES & SERVICES**  
SEE CIVIL DRAWINGS

**ASSESSOR'S PARCEL NUMBER**  
0239-193-11-0-000

**LEGAL DESCRIPTION**  
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF RIALTO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:  
THE WEST 1/2 OF THE NORTH 1/2 OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4, FRACTIONAL SECTION 21, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO GOVERNMENT SURVEY.  
EXCEPTING THEREFROM THE WEST 30 FEET AS DEEDED TO THE COUNTY OF SAN BERNARDINO BY DEED RECORDED IN BOOK 3640, PAGE 509, OF OFFICIAL RECORDS.

**PROJECT DATA**

GROSS SITE AREA:	209,681 SF / 4.81 AC
NET SITE AREA:	205,054 SF / 4.71 AC
BUILDING AREA:	
GROUND FLOOR	97,124 SF
MEZZANINE	2,000 SF
FIRE PUMP	50 SF
TOTAL	99,124 SF
LOT COVERAGE:	47.16 %
FAR:	48.13 %
AUTO PARKING REQUIRED:	
4,000 SF OFFICE (1/250 SF)	16 STALLS
10,000 SF WAREHOUSE (1/1000 SF)	10 STALLS
85,124 SF WAREHOUSE (1/2000 SF)	43 STALLS
TOTAL REQUIRED	69 STALLS
AUTO PARKING PROVIDED:	
PROVIDED STALLS	66 STALLS
ACCESSIBLE AUTO STALLS	3 STALLS
TOTAL PROVIDED	69 STALLS
ALTERNATE FUEL/CARPOOL PARKING:	
FUTURE ELECTRIC VEHICLE CHARGING STATIONS	4 STALLS
CARPOOL/VANPOOL PARKING	2 STALLS
TOTAL ALTERNATE FUEL/CARPOOL PKG	6 STALLS
LOADING REQUIRED	
0 - 400,000 SF + 1 PER 100K	1 DOCKS
LOADING PROVIDED	10 DOCKS
LANDSCAPE AREA REQUIRED:	20,505 SF / 10.00 %
LANDSCAPE AREA PROVIDED:	29,227 SF / 14.25 %

**LAND USE:**  
EXISTING INDUSTRIAL BUILDING / VACANT LOT

**SHIPPING CONTAINERS**  
N89°A06°26'E 663.84' S/O PL

**PROPOSED SPECULATIVE WAREHOUSE**  
TYPE III-B FULLY SPRINKLERED  
8 / S1 / F1 OCCUPANCY

**ENTRY POINT OFFICE AREA**

**ELECTRICAL ROOM**

**TRAILER PARKING**

**TRAILER PARKING**

**LAND USE: EXISTING RESIDENTIAL HOMES**

**SITE PLAN**  
SCALE: 1" = 30'-0"

**LAND USE:**  
EXISTING INDUSTRIAL BUILDING / VACANT LOT

**RG A**

Office of Architectural Design

15231 Alton Parkway, Suite 100  
Irvine, CA 92618

T 949-341-0920  
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

**LOCUST AVENUE DEVELOPMENT**

2889 N. LOCUST AVENUE  
RIALTO, CALIFORNIA

**XEBEC**

XEBEC REALTY PARTNERS  
3010 OLD RANCH PARKWAY  
SUITE 470  
SEAL BEACH, CA 90740  
562-546-0253  
CONTACT: STEVEN CHRISTIE

CD		
BID		
FC		
DD		
SD	4/20/22	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

RG A PROJECT NO: 20013.00  
OWNER PROJECT NO: 00000.00  
CAD FILE NAME: 20013-00-A1-1P  
DRAWN BY: MG  
CHK'D BY: CS  
COPYRIGHT:  
RG A, OFFICE OF ARCHITECTURAL DESIGN

SHEET TITLE

SITE PLAN

SHEET: A1-1P



## **Attachment D**

**Conceptual Grading and Utility Plan, CA Engineering (April 28, 2022)**

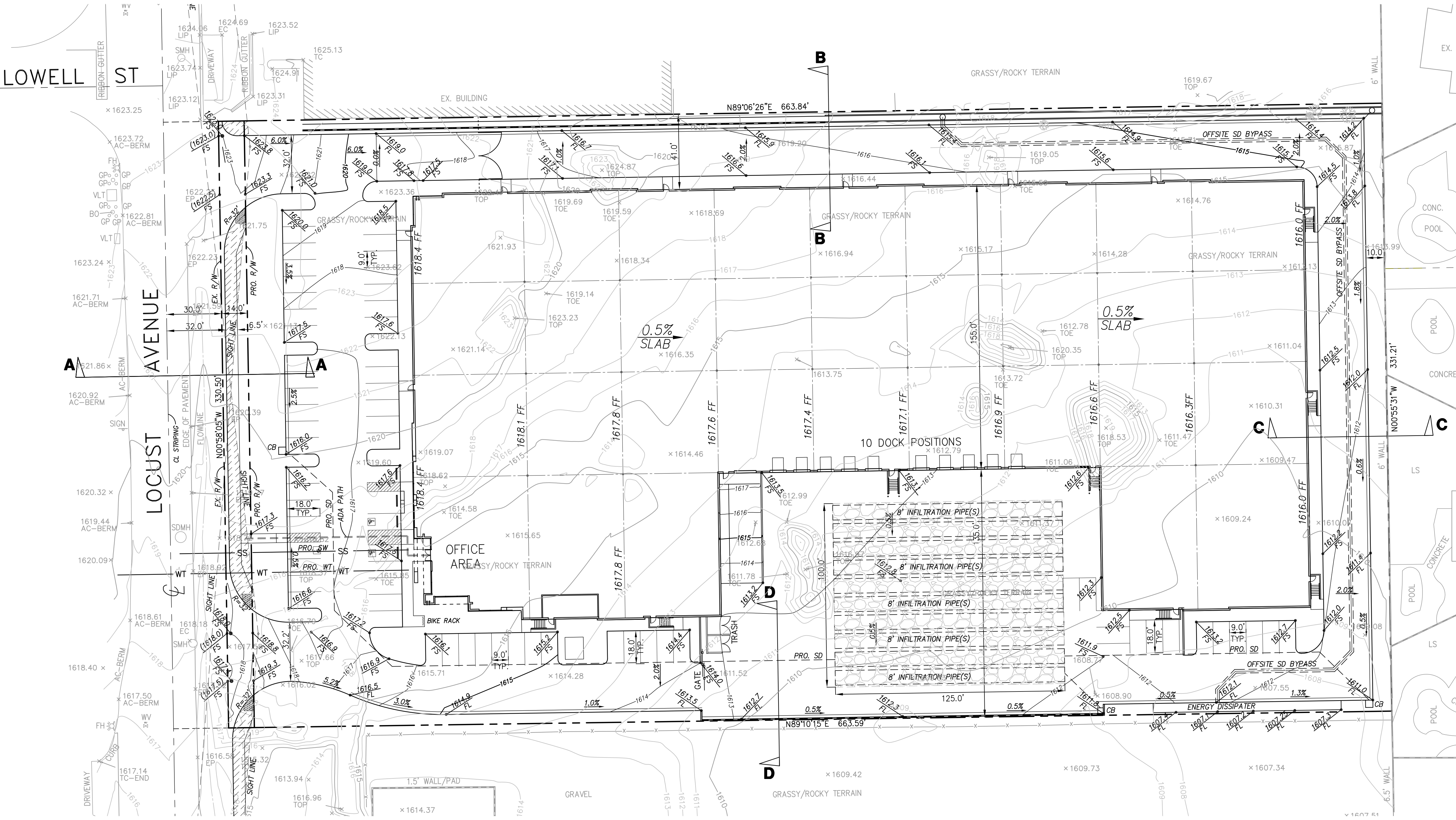


CONCEPTUAL GRADING  
AND UTILITY PLAN

2889 N. LOCUST AVE.  
RIALTO, CA

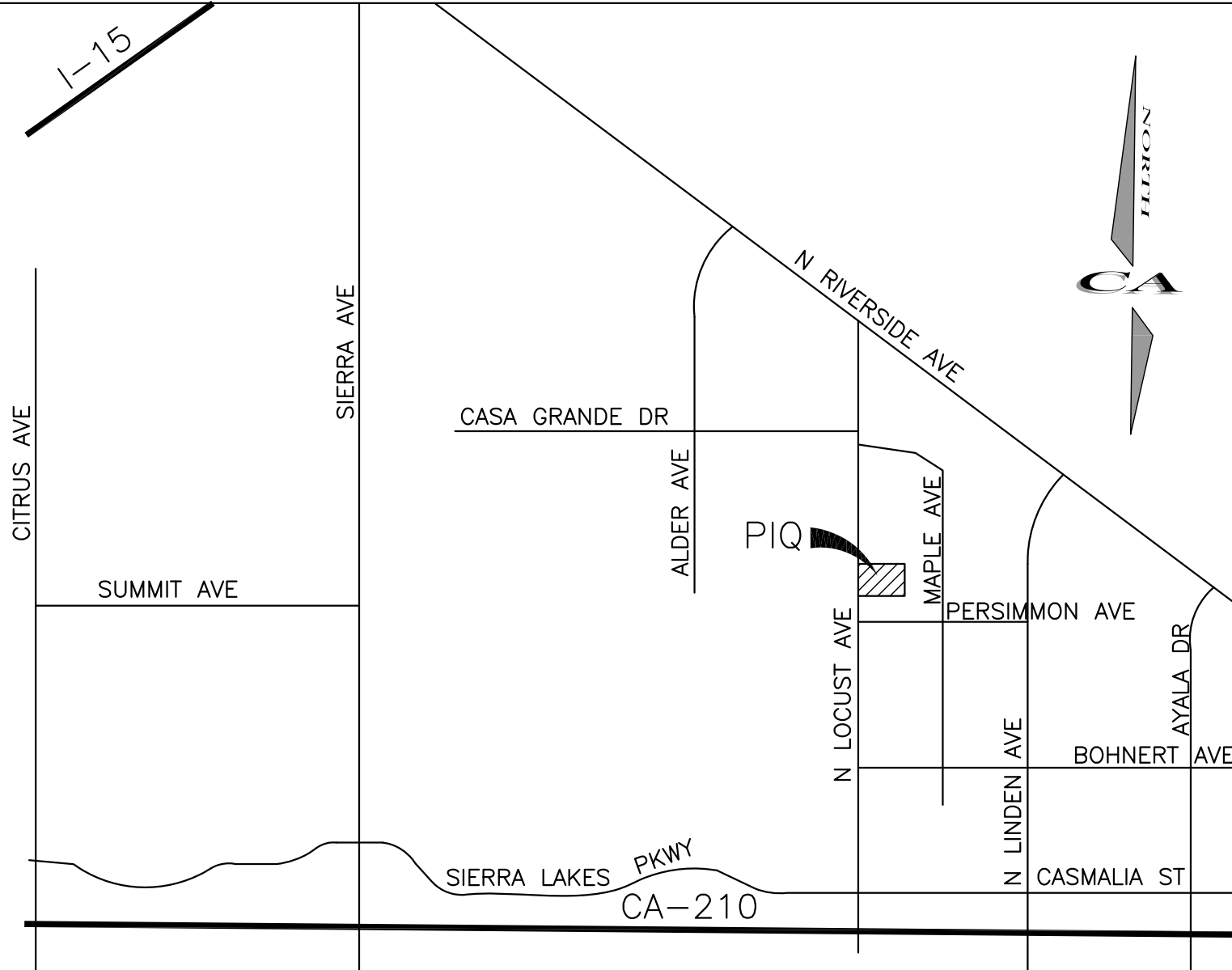
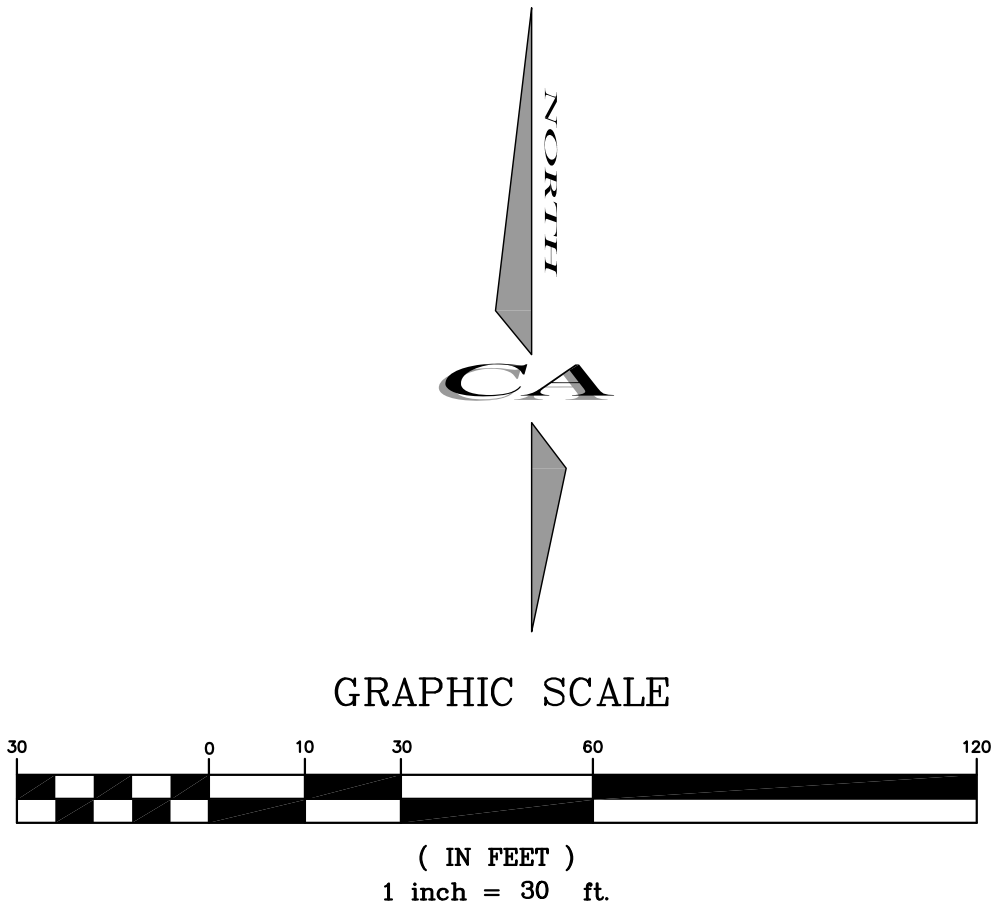
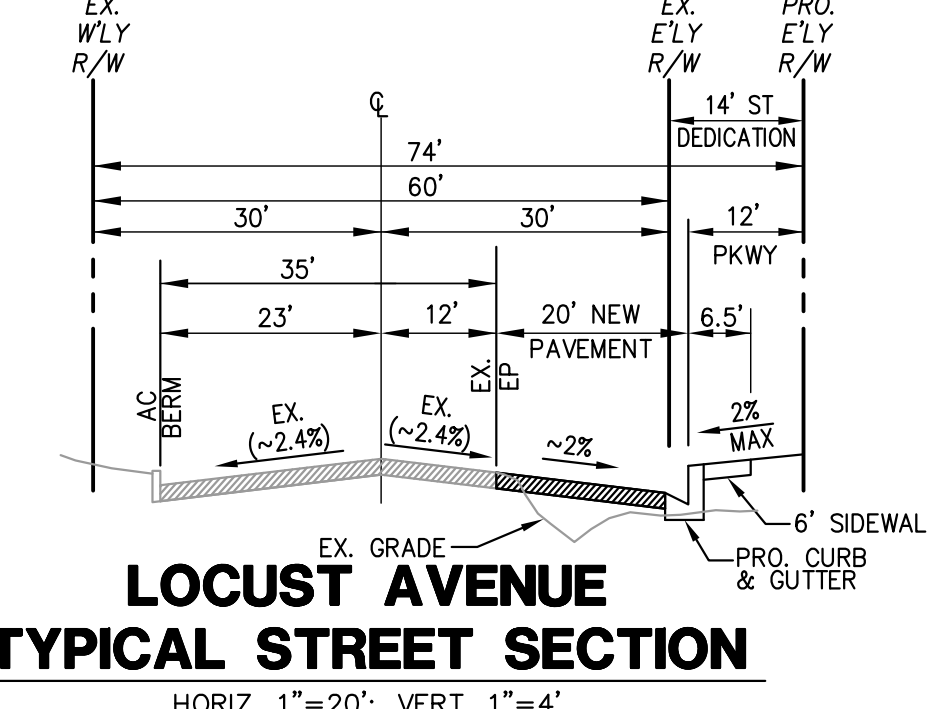
LOWELL ST

LOCUST AVENUE



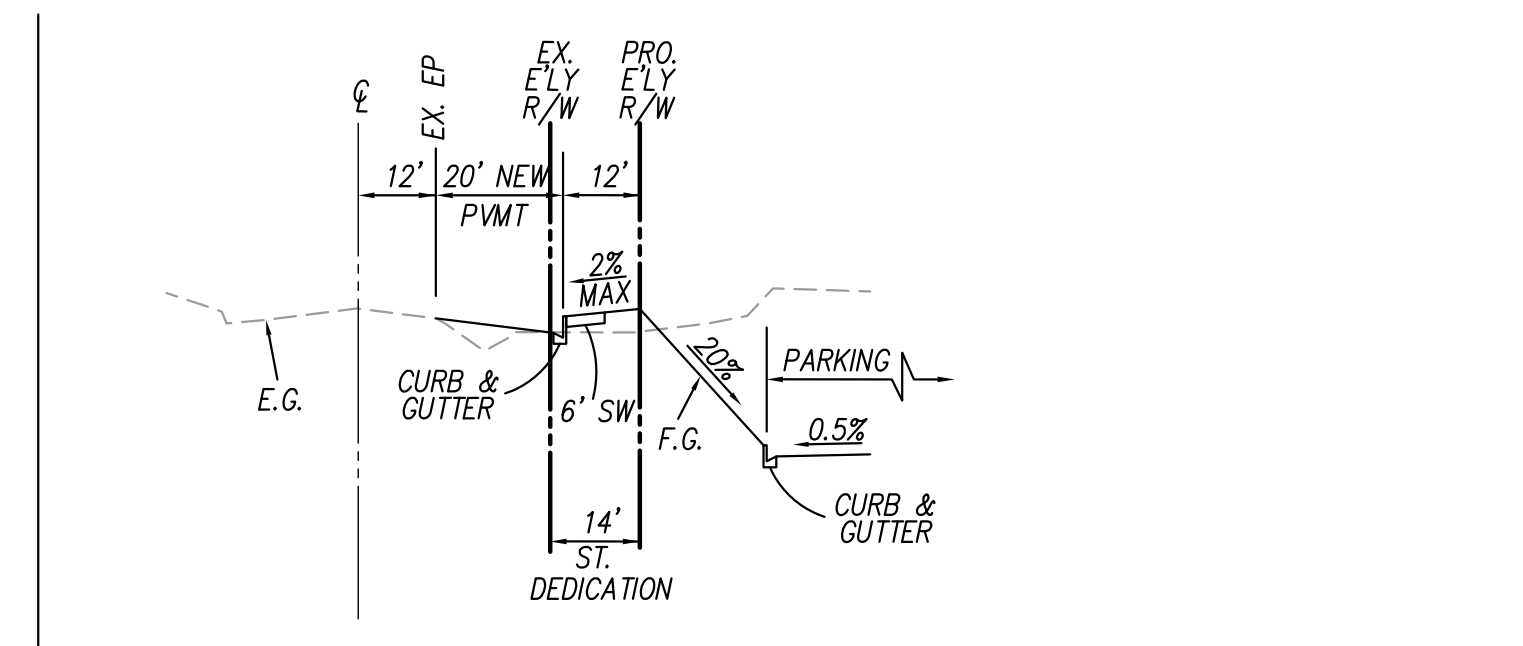
LEGEND

- BOUNDARY
- CENTER LINE
- PROPERTY LINE
- EASEMENT
- PROPOSED STORM DRAIN
- PROPOSED SEWER
- EXISTING SEWER
- PROPOSED WATER
- EXISTING WATER
- EX CURB & GUTTER
- EX CONTOUR
- PRO. TOP OF SLOPE
- PRO. TOE OF SLOPE
- DRAIN INLET & PIPE
- PRO. BUILDING
- PRO. CURB
- PRO. CURB & GUTTER
- TC - TOP OF CURB
- FL - FLOWLINE
- PP - POWER POLE
- AC - ASPHALT CONCRETE
- WM - WATER METER
- LP - LIGHT POLE
- PB - PULLBOX
- GA - GUY ANCHOR
- EC - EDGE OF CONCRETE
- MW - MONUMENT WELL
- FH - FIRE HYDRANT
- GP - GUARD POST
- WV - WATER VALVE
- VT - VAULT
- ER - ELECTRIC RISER
- SCO - SEWER CLEANOUT
- SDMH - STORM DRAIN MANHOLE
- LS - LANDSCAPE
- IF - IRON FENCE
- CLF - CHAIN LINK FENCE
- BO - BLOWOFF
- SMH - SEWER MANHOLE
- UTIL - UTILITY
- CB - CATCH BASIN
- DI - DRAIN INLET
- FDC - FIRE DEPT. CONNECTION
- N - NORTH
- S - SOUTH
- E - EAST
- W - WEST
- NLY - NORTHERLY
- SLY - SOUTHERLY
- ELY - EASTERLY
- WLY - WESTERLY
- PL - PROPERTY LINE
- WATER VALVE
- FIRE HYDRANT
- TREE/BUSH
- STREET LIGHT
- PULL BOX
- SIGN
- HANDICAP STALL



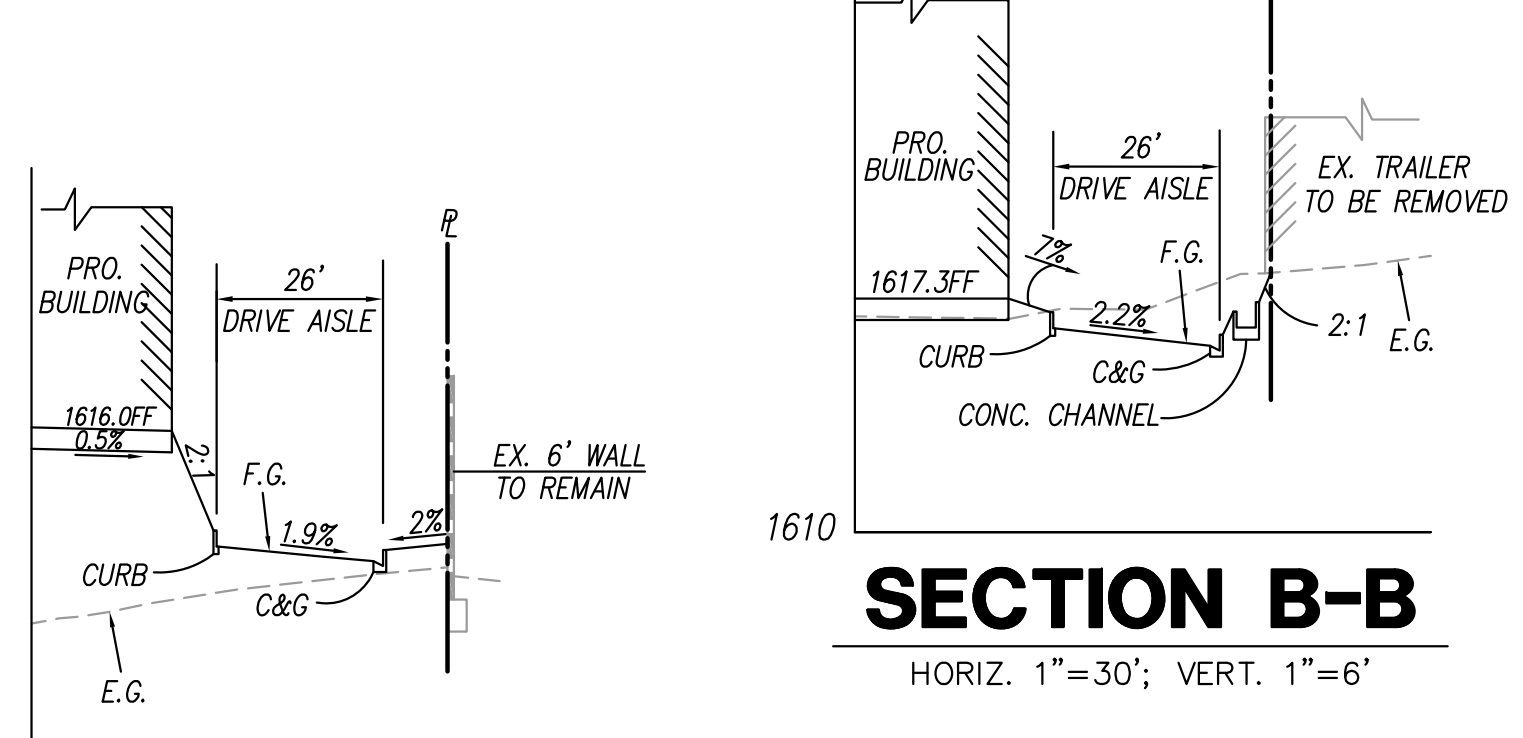
VICINITY MAP

NOT TO SCALE



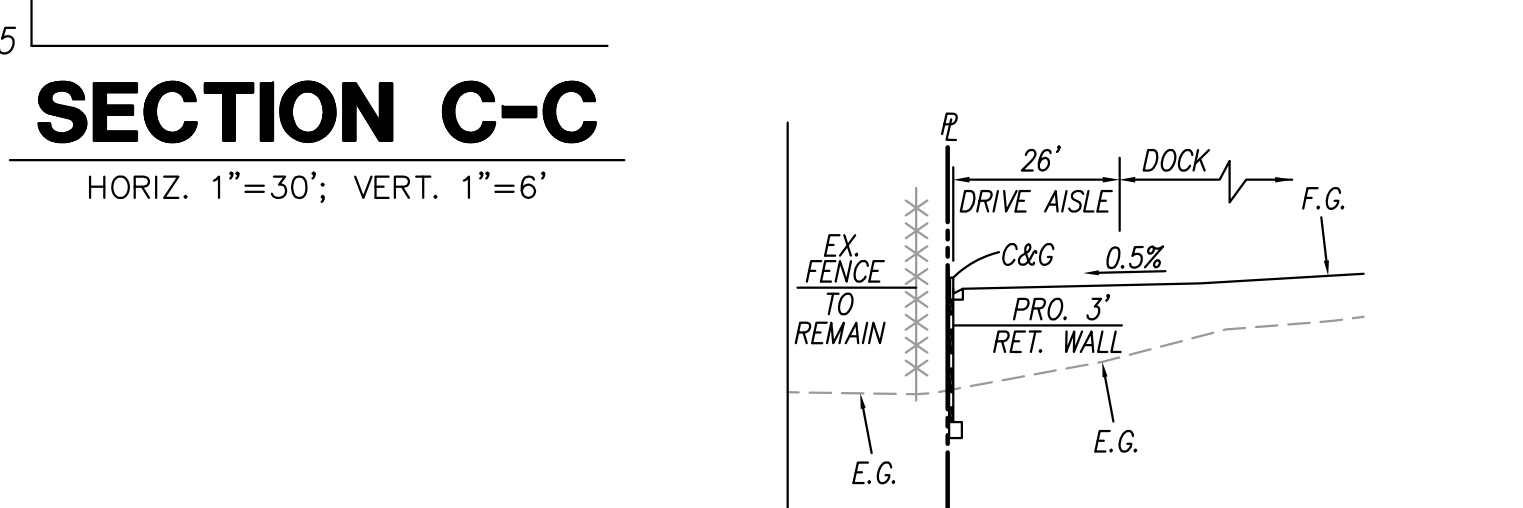
SECTION A-A

HORIZ. 1"=30'; VERT. 1"=6'



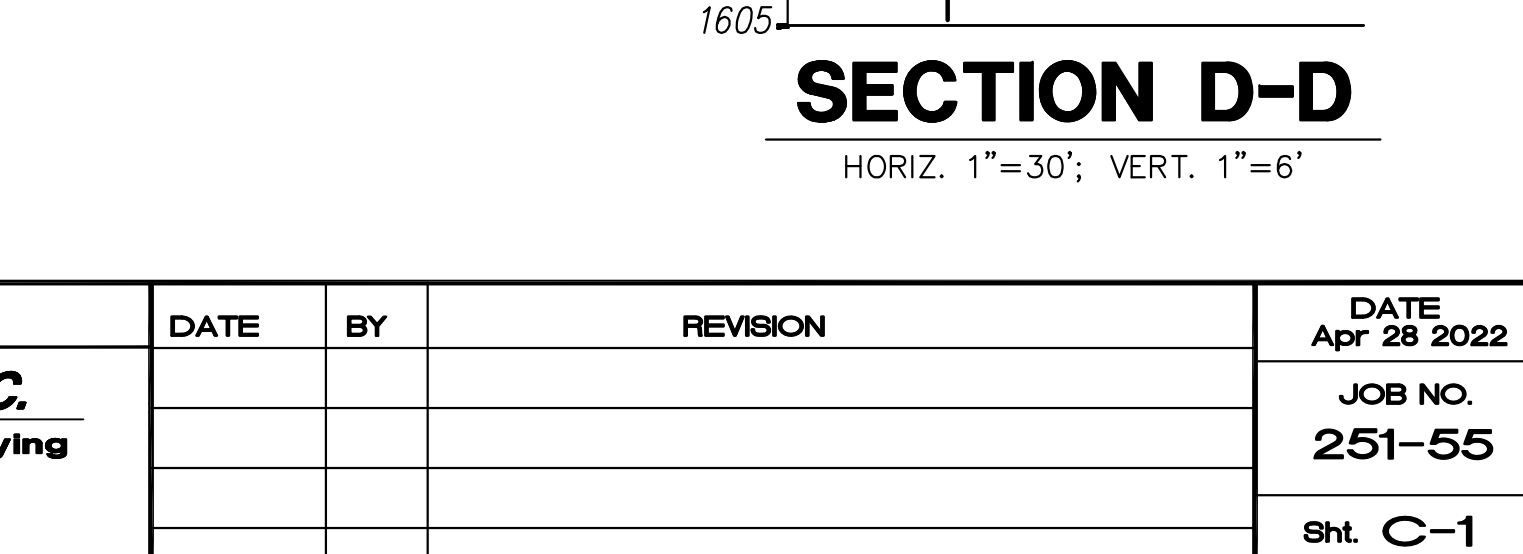
SECTION B-B

HORIZ. 1"=30'; VERT. 1"=6'



SECTION C-C

HORIZ. 1"=30'; VERT. 1"=6'



SECTION D-D

HORIZ. 1"=30'; VERT. 1"=6'

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FRED CORNWELL R.C.E. 45591 DATE

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DATE	BY	REVISION

DATE  
Apr 28 2022  
JOB NO.  
251-55  
Sht. C-1