



**ADDENDUM #1 TO REQUEST FOR PROPOSALS
TREE INVENTORY SERVICES
IN THE CITY OF GRAND TERRACE**

CITY COUNCIL

MAYOR, DARCY MCNABOE
MAYOR PRO TEM, SYLVIA ROBLES
COUNCIL MEMBER, JACKIE MITCHELL
COUNCIL MEMBER, DOUG WILSON
COUNCIL MEMBER, WILLIAM HUSSEY

PREPARED BY:
THE COMMUNITY DEVELOPMENT DEPARTMENT
22795 BARTON ROAD
GRAND TERRACE, CA 92313
(909) 824-6621

Addendum Issue Date: December 10, 2015

Proposal Due Date: December 15, 2015, by 4:00 p.m. (PST)

The City of Grand Terrace is hereby issuing Addendum No. 1 to the above referenced Request for Proposals for Tree Inventory Services. Prospective Proposers are reminded that they are to acknowledge receipt of all Addendums in their Proposal Documents.

PLEASE NOTE THAT THE DATE AND TIME FOR THE DELIVERY OF PROPOSALS HAS NOT BEEN CHANGED. PROPOSALS ARE DUE ON TUESDAY, DECEMBER 15, 2015 by 4:00 PM.

The purpose of this addendum is as follows:

PROVIDE RESPONSE TO QUESTIONS RECEIVED VIA EMAIL AND PHONE CALLS FROM PROSPECTIVE PROPOSERS

Q1 – *What is the budget for this project?*

A1 - \$15,000

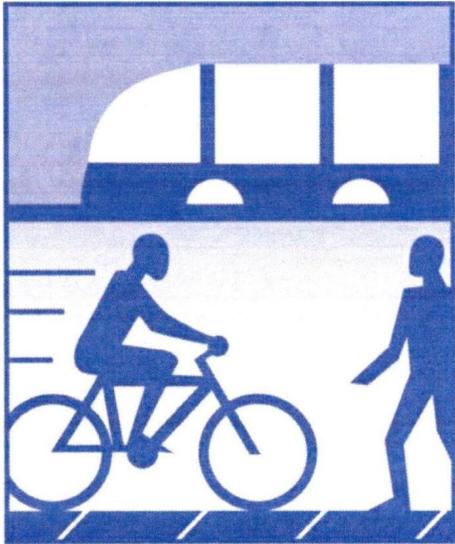
Q2 - *Does the City have an approximate number of trees to be inventoried?*

A2 - No. The City does not have a GIS Program that shows easements or all of the trees within the City. The Circulation Study that is part of the City's General Plan has been included with this Addendum and discusses the City streets, their composition and classifications. This could be helpful in reviewing the City right of ways. Please also note the following addresses of the City-owned properties that would also be included in the Tree Inventory:

- Civic Center – 22795 Barton Road, Grand Terrace, CA 92313
- Richard Rollins Park – 22745 DeBerry Street, Grand Terrace, CA 92313
- Pico Park – 21950 Pico Street, Grand Terrace, CA 92313
- Gwen Karger Park – Northwest Corner of Mount Vernon Avenue and DeBerry Street, Grand Terrace, CA 92313
- Fitness Park - 21937 Grand Terrace Road, Grand Terrace, CA 92313
- Grand Terrace Senior Center - 22627 Grand Terrace Road, Grand Terrace, CA 92313



Circulation Element





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3.0 CIRCULATION ELEMENT

3.1 INTRODUCTION

As development occurs within the City of Grand Terrace and in surrounding communities, traffic on the City's roadway network will also increase. In order to protect the City's character and to ensure the safe and efficient movement of people and goods, it is essential to carefully plan the City's transportation systems. The Circulation Element is designed to address the current transportation issues of the City and those anticipated as the City and surrounding communities continue to grow. The Circulation Element must take into consideration land uses as designated in the City's Land Use Element as well as the Land Use Elements of surrounding cities and counties. The Circulation Element provides overall goals for the City's transportation system as well as specific policies and implementation measures designed to maintain the flow of people and goods within and through the City. California Government Code Section 65302(b) states that the General Plan shall include the general location and extent of existing and proposed major thoroughfares, transportation routes terminals, and other public utilities and facilities.

3.1.1 Related Plans and Programs

The local street system is directly connected to those of other cities as well as the regional highway network. Therefore, there is a strong demand for coordination between Grand Terrace and surrounding jurisdictions when planning the circulation system. Regional agencies that directly affect circulation planning for the City of Grand Terrace include the Southern California Association of Governments (SCAG), the San Bernardino County Association of Governments (SANBAG), and the California Department of Transportation (CALTRANS). In addition, the City circulation system is influenced by surrounding communities including the City of Colton, County of San Bernardino, City of Riverside, and County of Riverside. Transportation planning must also be coordinated as required in California Government Code Section 65080(a) and in Section 134, Title 23 of the United States Code,

The Southern California Association of Governments (SCAG) has adopted DESTINATION 2030, the Regional Transportation Plan (RTP) for the six-county region of Southern California including Los Angeles County, Orange County, San Bernardino County, Riverside County, Ventura County, and Imperial County. The RTP is a regional plan designed to improve the balance between current and future land uses and the transportation system serving them. The RTP must be reviewed and updated on a three year cycle.

DESTINATION 2030 is a comprehensive transportation plan that evaluates all forms of transportation throughout the region. The Plan provides the basic policy and implementation program framework for the long term development and maintenance of the regional transportation system. Any transportation improvement that receives funding from the Federal or State government must be included in the RTP.



3.1.2 Relationship to Other Elements

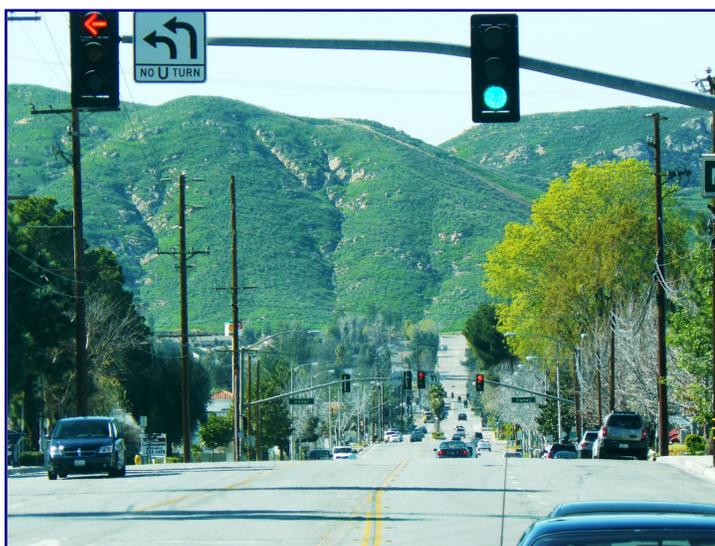
The Circulation Element is directly related to the Land Use, Safety, Open Space, and Conservation, and Noise Elements of the General Plan through the following relationships:

- The transportation system of the City is a key determinant in assessing land use development patterns. The transportation system must accommodate existing and planned land uses that allow the efficient and safe movement of people, goods and services to designated land uses. Concurrently, sensitive land uses must be protected from potential impacts associated with major travel corridors such as major highways, rail lines, and airports. These issues must be addressed in the Land Use Element.
- The City's transportation system must be designed to address community facilities and services including police and fire protection, utility providers, and educational facilities. These issues must be addressed in the Land Use and Safety Elements.
- Transportation systems are a primary generator of air pollution. Traffic congestion due to congested arterials or at-grade rail crossings increase vehicle idle times thus generating additional emissions. These issues must be addressed in the Open Space and Conservation and Safety Elements.
- Transportation systems are a major source of mobile noise. Noise contours for arterial highways and rail lines shape the goals and policies of the Noise Element.

3.2 EXISTING CONDITIONS

3.2.1 Road System

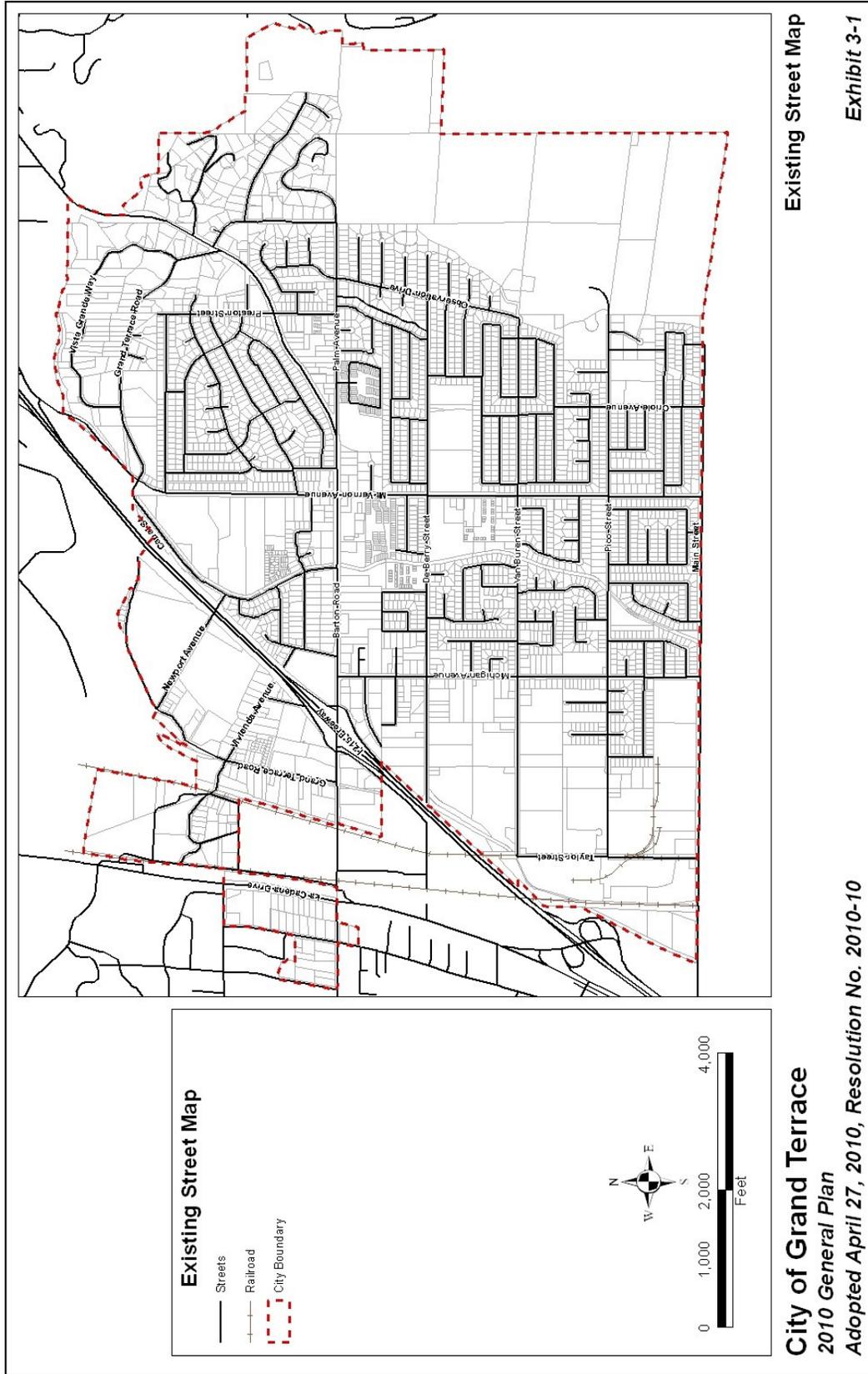
As illustrated in Exhibit 3-1, there are approximately 36 miles of City-maintained public streets within the City of Grand Terrace. The majority of these streets are improved two-lane local streets serving residential neighborhoods. These local streets are connected via designated collector streets to a backbone network of arterial streets that move traffic between neighborhoods, to commercial and industrial areas, and out of the City and onto the regional highway system. The primary east/west arterial is Barton Road. This four-





lane arterial connects the City's downtown with I-215, to the west, and Washington Street in the City of Colton to the east. Barton Road also serves as an alternative route for commuter traffic from cities east of Grand Terrace who wish to avoid the I-215/I-10 interchange during peak hours resulting in peak hour congestion.

The primary north/south arterial is Mount Vernon Avenue. This four-lane arterial connects Riverside County to the south and connects with the I-215 at the Washington Street interchange to the north. Peak hour congestion due to external commuter traffic is similar to that experienced on Barton Road.





3.2.2 Bikeways

The City of Grand Terrace maintains a network of Class 2 and Class 3 bikeways. Exhibit 3-2 illustrates the existing and proposed bikeway system. As illustrated, bikeways are proposed for all arterial streets and connect residential neighborhoods to schools, parks, and retail centers.



3.2.3 Railroads

Although Grand Terrace does not have direct access to Metrolink or other passenger rail services, two regional railroads pass through the City. A main line of the Burlington Northern Santa Fe Railroad passes along the west side of the City. An industrial service line of the Union Pacific Railroad parallels the Burlington Northern line to the immediate east. Both lines cross Main Street at “at-grade” crossings. The only other “at-grade crossing is at Pico Street on the Union Pacific line. A Metrolink line parallels the Burlington Northern main line.

3.2.4 Mass Transit

The City of Grand Terrace supports an efficient public transportation system to serve City residents. The City participates in the OmniTrans public transit system. OmniTrans operates public bus service throughout the San Bernardino urban area. Currently, there are no scheduled bus routes operated by OmniTrans within the City; however, Omnitrans contracts with Riverside Transit Agency to provide service within the City. The Riverside Transit Authority operates Route 25, which runs through the City along Michigan Street and Barton Road connecting downtown Riverside to the Jerry Pettis Veteran’s Hospital in Loma Linda. Bus service within the City is also provided through a “dial-a-ride” service.

3.2.5 Airports

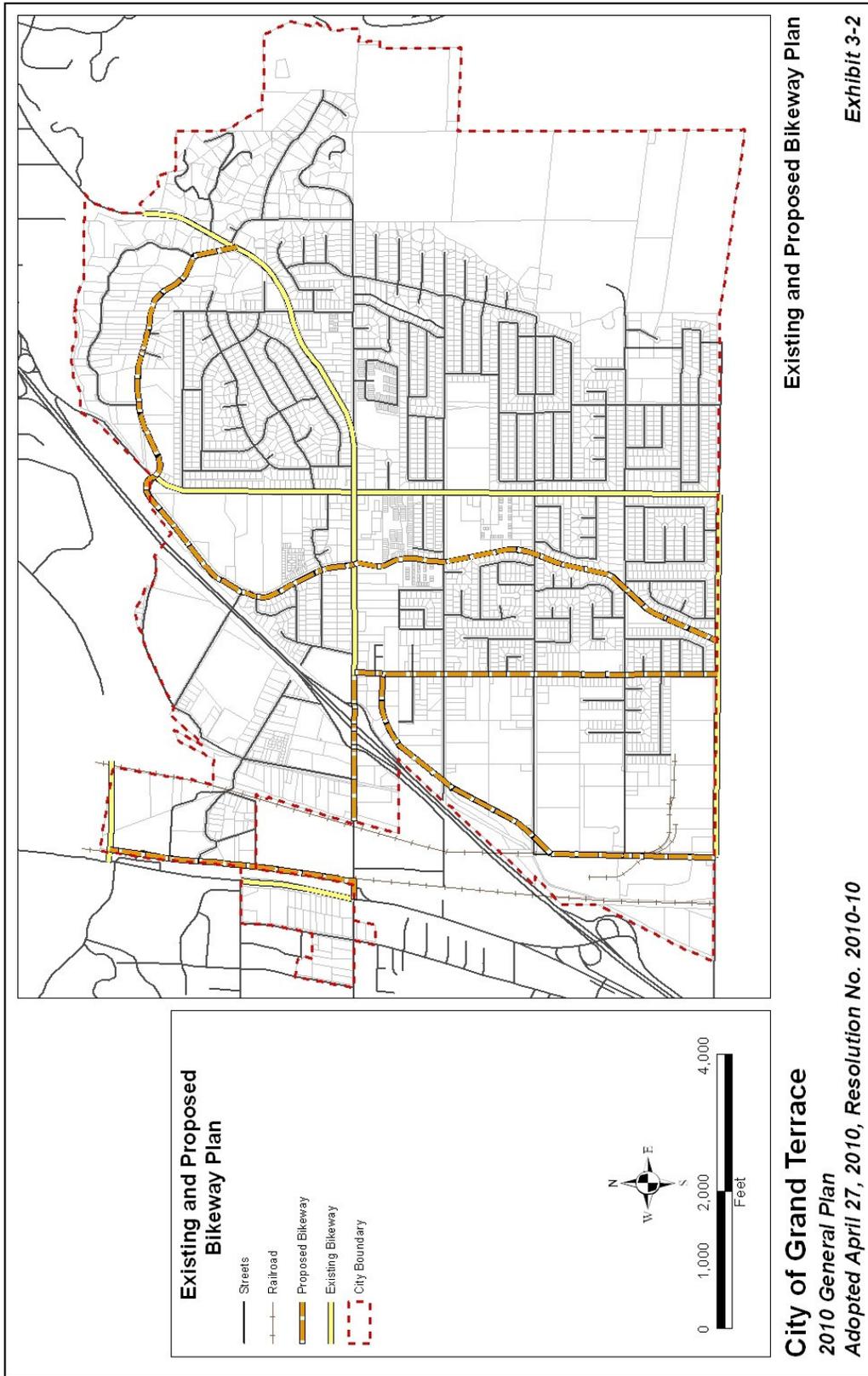
There are no public or private airports located within the City of Grand Terrace. The closest airport to the City is the San Bernardino International Airport, formerly Norton Air Force Base. It is located approximately 6.5 miles northeast of the City within the City of San Bernardino. The San Bernardino International Airport Authority, a joint powers agency consisting the County of San Bernardino, City of San Bernardino, City of Loma Linda, City of Highland, and City of Colton, operates the airport.



Activities associated with the redevelopment of former Norton Air Force Base are managed by the Inland Valley Development Agency, a joint powers authority consisting of the County of San Bernardino, City of San Bernardino, City of Loma Linda, and City of Colton.



Exhibit 3-2 – Existing and Proposed Bikeway Plan





3.2.6 Levels of Service

Levels of Service (LOS) is a criteria used to describe the quality of traffic flow. LOS is graded from A to F. An LOS of A indicates the traffic is free flowing and uncongested. An LOS of F indicates gridlock. Table 3.1 illustrates specific criteria used for determining a street's Level of Service.

The Circulation Element mandates that the Level of Service for all major intersections in the City should operate at an LOS D or better. Any major intersection that operates at an LOS of E or F is considered to be deficient. Under such conditions, efforts should be made to improve the LOS through street widening, striping, or enhanced traffic control systems.

Table 3.1
Level of Service Description

Level of Service	Quality of Traffic Flow	Average Total Delay Per Vehicle (Seconds)		V/C Ratio
		Signalized	Unsignalized	
A	Represents free flow. Individual users are virtually unaffected by the presences of other in the traffic stream.	0.00 – 10.00	0.00 – 10.00	0.00 – 0.60
B	In the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.	10.01 – 20.00	10.01 – 20.00	0.61 – 0.70
C	In the range of stable flow, but marks the beginning of the range in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	20.01 – 35.00	15.01 – 25.00	0.71 – 0.80
D	Represents high-density but stable flow. Speed and freedom to maneuver are severely restricted and the driver experiences a generally poor level of comfort and convenience	35.01 – 55.00	25.01 – 35.00	0.81 – 0.90
E	Represents operating conditions at or near the capacity level. All speeds are reduced to a low but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.	55.01 – 80.00	35.01 – 50.00	0.91 – 1.00
F	Used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.	88.01 and up	50.01 and up	Above 1.00



3.3 GOALS AND POLICIES

Goal 3.1 Provide a comprehensive transportation system that provides for the current and long-term efficient movement of people and goods within and through the City.

- Policy 3.1.1: Provide a transportation system which supports planned land uses and improves the quality of life.
- Policy 3.1.2: An arterial street system shall be established that provides for the collection of local traffic and provide for the efficient movement of people and goods through the City.
- Policy 3.1.3: Commerce Way shall provide for the movement of traffic associated with commercial and business traffic.
- Policy 3.1.4: Coordinate with transportation planning, programming and implementation agencies such as SCAG, Caltrans, SANBAG, and the cities of San Bernardino County, as well as neighboring jurisdictions in Riverside County on various studies relating to freeway, high occupancy vehicle/high occupancy toll lanes and transportation corridor planning, construction, and improvement in order to facilitate the planning and implementation of an integrated circulation system in accordance with regional planning goals.
- Policy 3.1.5: New development projects shall be analyzed in accordance with SANBAG Congestion Management Program (CMP) Traffic Impact Analysis (TIA) Guidelines.
- Policy 3.1.6: The City shall work with adjacent jurisdictions to assess future land development projects and their impact to the City circulation system and provide appropriate mitigation for identified impacts.
- Policy 3.1.7: The maximum acceptable Level of Service for streets identified in the City Master Plan of Streets and Highways during peak hours shall be LOS “D”.
- Policy 3.1.8: The City shall use the Caltrans Design and traffic manuals as guidelines for street lighting, traffic signage, street markings and intersection signalization.

**Goal 3.2: Provide for a well-maintained roadway system.**

- Policy 3.2.1 The City shall continue to require the dedication of street right-of-way, as identified in the Circulation Plan, from all proposed land development projects.
- Policy 3.2.2 The City shall require that street improvements be constructed at the time that development occurs on vacant or underutilized property.
- Policy 3.2.3 The extension, improvement and maintenance of City streets using City funds shall be based upon an adopted Capital Improvement Program.

Goal 3.3: Provide for a safe circulation system.

- Policy 3.3.1: Promote the safe and effective movement of all segments of the population and the efficient transport of goods.
- Policy 3.3.2: The City shall require that new developments provide adequate off street parking in order to minimize the need for on street parking.
- Policy 3.3.3: The City shall ensure that local street improvements are designed with proper attention to community appearance and aesthetics as well as the need to move traffic safely and efficiently.
- Policy 3.3.4: The City shall route truck traffic away from residential areas and work with regional agencies in order to mitigate potential impacts from regional traffic.
- Policy 3.3.5: The City shall evaluate and, when appropriate, implement traffic calming measures on residential local residential streets.
- Policy 3.3.6: The City shall ensure that the design of Commerce Way at the UPRR line is coordinated with the UPRR Company.

Goal 3.4: Provide for an efficient and safe bikeway system within the City.

- Policy 3.4.1: Develop a system of continuous and convenient bicycle routes designed to connect schools, residential areas, shopping centers, parks, and employment areas.
- Policy 3.4.2: The City shall promote and facilitate the use of bicycles as an alternative mode of transportation through the development of a City-wide network of bikeways.



- Policy 3.4.3 The City shall seek grants and other available funding sources to construct additional segments of the Bikeway Plan.
- Policy 3.4.4: The City shall develop a public relations program, in concert with other local and regional agencies, to promote bicycle usages.
- Policy 3.4.5: The City shall work with the San Bernardino County Parks Department to provide connections within the City to the Santa Ana River Trail.
- Policy 3.4.6: The City shall require the provision of bike racks at all new commercial and industrial developments.

Goal 3.5: Provide for efficient alternative methods of travel.

- Policy 3.5.1: Promote measures which reduce reliance on single occupant vehicle usage by enforcement of the Traffic Control Measures (TCM) ordinance which addresses development standards, land use patterns, employer based ride share programs and bicycle/pedestrian facilities.
- Policy 3.5.2: The City shall participate in local and regional public transit programs.
- Policy 3.5.3: The City shall encourage and facilitate pedestrian movement by creating environments that are conducive to walking and maintaining a "human scale" of development.
- Policy 3.5.4: The City shall work closely with the regional transit agencies to ensure convenient and the affordable bus service continues to be available to local residents.
- Policy 3.5.5: The City shall work with OmniTrans and SANBAG to implement a public transit system that meets the City's need for internal circulation as well as connections to regional activity centers and inter-urban transit routes.
- Policy 3.5.6: The City shall encourage Transit Oriented Development (TOD) to provide housing that is in close proximity to designated public transit facilities and routes.





Policy 3.5.7: The City shall provide amenities along the Barton Road corridor that promote pedestrian and bicyclist use, such as a continued system of pedestrian paths and bikelanes to connect the City Center with schools, parks, and residential areas.

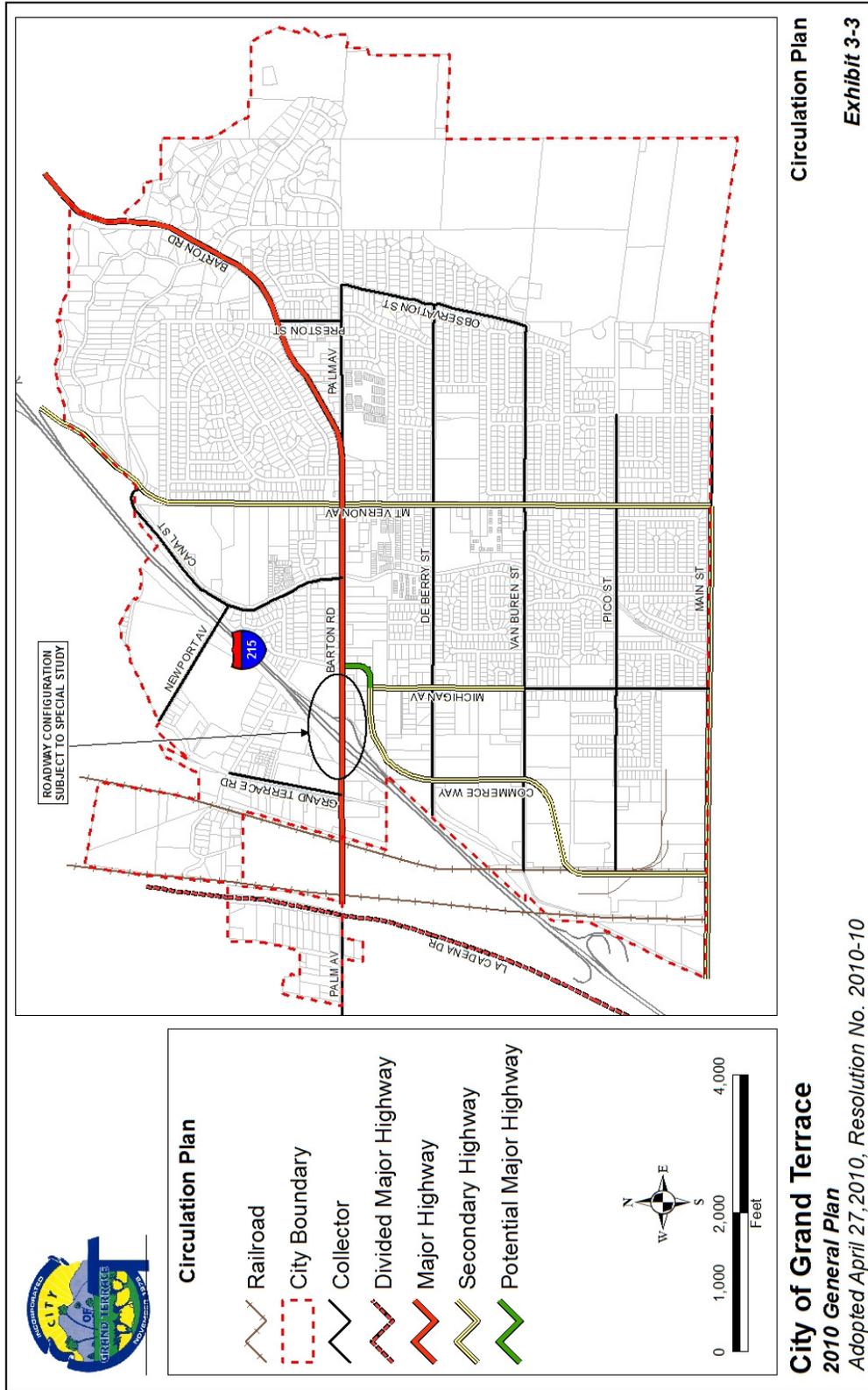
3.4 CIRCULATION PLAN

The Grand Terrace Circulation Plan provides goals, policies, and implementation programs to address the long-term development and maintenance of the City's transportation systems. It is based upon an analysis of the existing transportation system and anticipated growth patterns using the City's Land Use Element, the Land Use and Circulation Elements of surrounding jurisdictions, and the SANBAG East Valley Traffic Model (EVTM).

Exhibit 3-3 presents the Circulation Plan for the City of Grand Terrace.



Exhibit 3-3 – Circulation Plan





3.4.1 Roadway Classifications

The Circulation Plan identifies five distinct street classifications. These classifications have been assigned to individual streets based upon their location, adjacent land uses, anticipated traffic volumes, and their intent. They also correspond with the community design goals of the other elements of the General Plan. Each classification corresponds to a typical street classification as illustrated in Exhibit 3-4. While these cross sections represent typical street improvements for each category, refinement may be required to address special circumstances including right-of-way issues, intersections turning movements or additional landscape requirements. They may also be further refined within Specific Plan areas.

Table 3.2 summarizes the five categories of streets and highway designations used by the City of Grand Terrace. As illustrated, major streets serve as primary corridors to move people and goods through the City and service commercial and employment centers, while narrower local streets provide access to residential neighborhoods.

**Table 3.2
Streets and Highways Designations**

Designation	Purpose
Divided Major Highway (120 foot right-of-way with a divided 64 foot improved section and a raised median of variable width.)	La Cadena Drive is the only Divided Major Highway in the City. It provides regional north/south access through the western portion of the City and connects the City to the City of Colton to the north and the City of Riverside to the south. It also provides direct access to Interstate 215. Access is commonly restricted and major intersections are signalized.
Major Highway (100 foot right-of-way with a 72 foot improved section.)	Major Highways provide service to non-local through trips as well as limited local access. They often provide direct service to major commercial and industrial areas. Typically, Major Highways are characterized with four travel lanes, minimal curb cuts, and signalized intersections. In the City of Grand Terrace, Barton Road and the extension of Commerce Way to Barton Road are the only designated Major Highways. It provides direct access to the commercial corridor that runs along its length through the City. It also provides direct access to Interstate 215, a regional freeway. It presently has a continuous left turn lane and bikeways along the eastern portion. A raised median within Barton Road from Vivienda Avenue to Mount Vernon Avenue will be installed.
Secondary Highway (88 foot right-of-way and a 64 foot improved section.)	Secondary Highways connect the local street system with the arterial street system. They serve both local and non-local traffic as well as commercial and industrial areas. They do not provide continuous left turn lanes or raised medians. Streets designated as Secondary highways in Grand Terrace include Mount Vernon Avenue, Michigan Street between Barton Road and Van Buren Street, and Main Street. Only the north side of Main Street lies within the City while the south side lies within Riverside County,



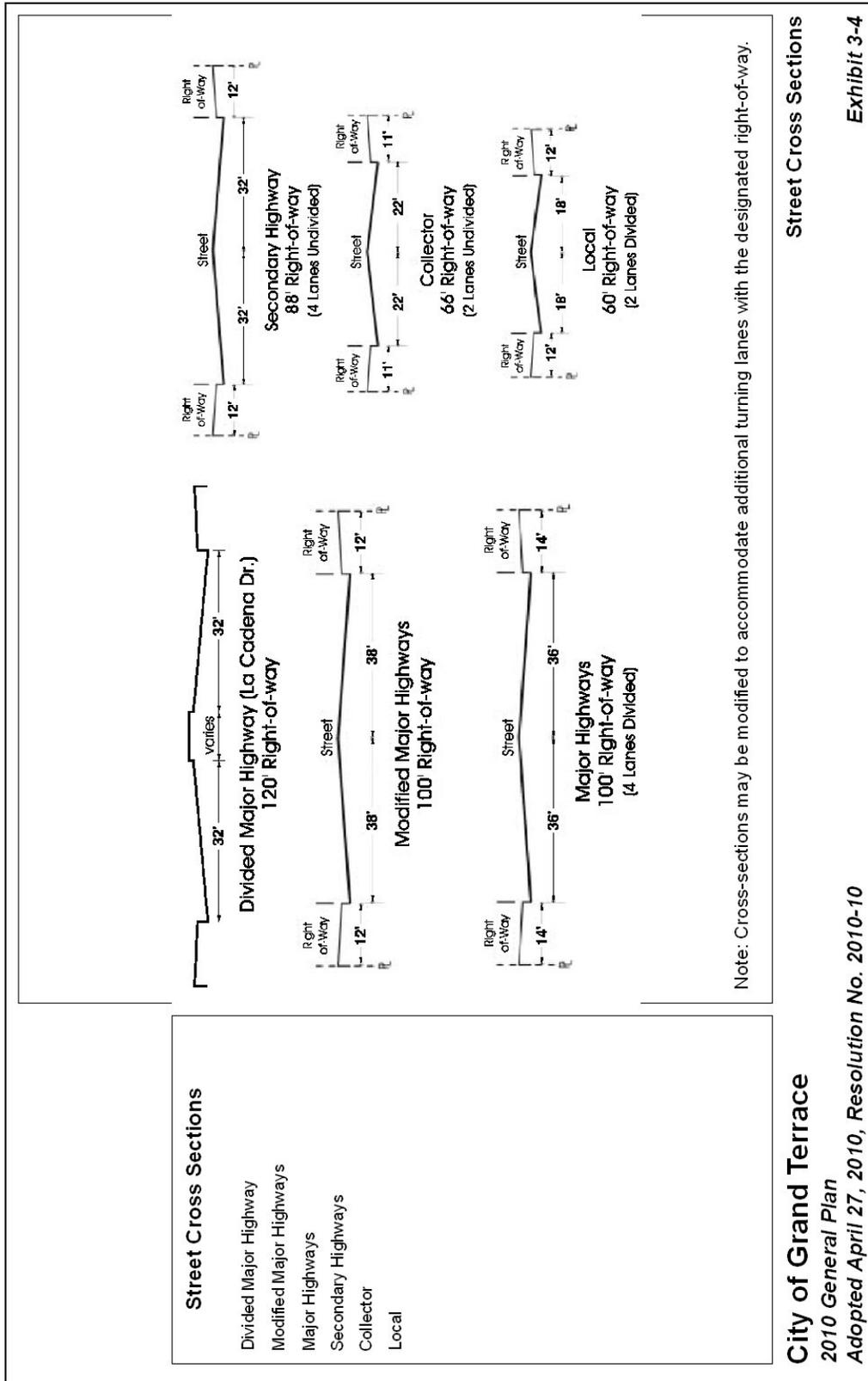
	and only the east side of Mount Vernon Avenue from Grand Terrace Road to the Gage Canal structure is in the City, the west side is in the City of Colton. A raised median within Mount Vernon Avenue from Grand Terrace Road to approximately 300 feet south will be installed.
Collector Street (66 foot right-of-way and a 44 foot improved section.)	This category of highway is intended to carry local traffic between residential neighborhoods and the arterial highway network. These are characterized as two lane streets. Collector streets in the City of Grand Terrace include Canal Street, Michigan Street south of Van Buren Street, Observation Drive, De Berry Street, Van Buren Street, Pico Street, Palm Drive, Preston Street between Palm Drive and Barton Road, and Main Street east of Mount Vernon Avenue. All of these streets link residential neighborhoods to Barton Road, Mount Vernon Avenue or Main Street. All Collector Street have direct access from adjacent residences.
Local Streets (60 foot right-of-way and a 36 foot improved section.)	Local Streets provide direct access to residential neighborhoods. They area characterized as two-lane streets and are the standard street category within residential neighborhoods and have direct residential lots fronting onto them.
Commerce Way	Commerce Way provides direct access to the commercial area located along the east side of Interstate 215. As planned, it will extend south to Main Street serving as the primary access route to the proposed mixed use Specific Plan adjacent to I-215 and the new High School. It will assist in diverting traffic away from streets serving residential neighborhoods. Class II bikeways will be located along both sides and it will have an enhanced landscaped parkway and median. Improvements will include bikeways and enhanced landscaped parkways and medians. The street's specifications shall be determined based upon the Specific Plan's traffic analysis including cumulative traffic demand.

3.4.2 Regional Highways

Interstate 215 passes through the western portion of the City in a general north/south direction. An interchange at Barton Road provides regional access to the City with secondary access available at La Cadena Drive. I-215 provides links to other regional highways including Interstate 10 to the north and State Routes 60 and 91 to the south. Planned widening of the segment of I-215 between Interstate 10 and State route 60 under the oversight of SANBAG will further improve regional access for the City.



Exhibit 3-4 – Street Cross Sections





3.5 IMPLEMENTATION PROGRAM

The Implementation Plan for the City of Grand Terrace General Plan addresses the administrative aspects of the Plan's Elements in contrast to the specific Elements that focus on the development aspects of the City. The Implementation Plan includes:

- Implementation Measures that focus on the City's Ordinance and Development Code and its administration including determination of General Plan consistency and the development review process.
- Organizational Commitments such as interdepartmental coordination that is required for General Plan implementation and the budgeting for specific implementation programs.
- Funding programs and financial considerations of implementing specific General Plan policies and programs.

The General Plan Implementation Program is presented in a table format. Each policy of the General Plan is presented with the following information:

- Policy Number: Shows each policy number by General Plan Element.
- Action Type: Indicates whether the policy is project review specific or requires other administrative or judicial actions.
- Policy Action: Describes the policy and proposed actions for its implementation.
- Primary Responsibility: Indicates what agency is primarily responsible for implementation of the proposed action.
- Support Responsibility: Indicates what agencies are responsible for supporting the primary agency.
- Funding Source: Indicates the general sources of funding for the implementation action.
- Priority: Indicates the level of priority given to the implementation action.



Table 3.3 summarizes the codes used within the Implementation Program table.

Table 3.3
Implementation Table Codes

Code	Definition
Responsible Agencies	
SOC	State of California
CA	City Attorney
CC	City Council
COC	City of Colton
COSB	County of San Bernardino
CD	Community Development Department
CJUSD	Colton Joint Unified School District
CM	City Manager
CRA	Community Redevelopment Agency
CS	Community Services Department
ENG	City Engineer
FCD	County Flood Control District
FD	Fire Department
FIN	Finance Department
GTF	Grand Terrace Foundation
PW	Public Works/Building & Safety Department
RHWC	Riverside Highland Water Company
SANBAG	San Bernardino Association of Governments
SCAG	Southern California Association of Governments
SD	Sheriff's Department
US	United States Federal Government
Funding Sources	
CFD	Community Facilities District
FG	Federal Grants
GF	City General Fund
ISF	Impact/Service Fee
LMD	Landscape Maintenance District
PP	Public/Private Partnership
RDA	Redevelopment Agency
SG	State Grants
UAF	User/Application Fees
Priorities	
1	Current. Action already implemented.
2	Urgent. Action should be undertaken within the next fiscal year. It is either required by law or is critical to the City.
3	Important. Action should be taken in the near future.



	It may be necessary for the completion of other actions.
4	Ongoing. Action is continuous or is the continuation of an existing action or program. It requires no further action to implement.
5	Desirable. Action would benefit the community, but does not require short term implementation or may require other actions to be taken first.
6	Optional. Action has a relatively low priority, but is desirable. It is not critical to other actions.