



City of Rialto Public Works Department

Memorandum

To: Rialto Planning Commission

From: Savat Khampou, Director of Public Works/City Engineer

Prepared By: Gene Klatt, Public Works

Date: February 11, 2020

Re: Cumulative Impact Analysis for Conditional Development Permit
No. 2018-0045

On January 29, 2020, the Planning Commission tabled the subject project and requested additional information about the cumulative impacts associated with the proposed trucking facility. The Public Works Department has analyzed the proposed project and offers the following information on both project and cumulative impacts.

PROJECT IMPACTS/SCOPING AGREEMENT:

On May 29, 2019, the first scoping agreement was submitted for the proposed development at the southwest corner of Locust Avenue and Stonehurst Drive. On June 12, 2019, a response letter along with the signed scoping agreement was returned to the Developer.

The proposed project is the development of a trucking facility that includes the construction of single building that houses 12,048 square feet of warehouse, 2,010 square feet of office space, and 866 square feet of repair/service bay. Within the parking lot, twenty-five (25) auto parking spaces are proposed, and twenty-nine (29) truck parking spaces are proposed within a screened yard.

The initial scoping agreement estimated the average daily trips (ADT) at 44 trips per day with the AM/PM peak hours being 4 AM and 5 PM trips. Staff's initial review letter (attached) noted the following:

- The estimated trips appeared quite low;
- The estimated trips were well below the 50 peak hour trips that would require a full traffic impact analysis;
- Other Traffic Impact Analysis for other projects in the area indicated a signal was warranted at Locust/Bohnert and that a southbound right turn lane was required at Locust/Casmalia; and,
- A fair share contribution for these improvements would be required for the project, which would be based on an agreed upon number of trips.

The trip impacts were then estimated using data gathered from other studies of similar projects because the Trip Rate Manual from ITE does not have a specific land use for the type of project planned. The average daily trips (ADT) for the proposed project was adjusted upwards to 217 trips with the AM/PM peak hour being 15 AM and 16 AM trips. While well above the initial estimates, they were still below the 50-trip threshold for peak hour trips and confirmed that a full Traffic Impact Analysis (TIA) was not required. This agreed upon trip rate was the basis for the fair share calculation.

As such, the project will be required to contribute a fair share payment of \$5,263 for a signal at Locust/Bohnert and right-turn lane at Locust/Casmalia. The fair share payment is based on 1.21% for impacts at Locust/Bohnert and 0.58% for impacts at the Locust/Casmalia intersection. The percentage was calculated using the project's traffic as a percentage of total new traffic at buildout. The percentage is also consistent with other full TIA's in the area when compared to percentage increase in trips.

It should be noted, with respect to the signal, the intersection of Locust/Bohnert is approximately 630 feet south and has been identified as meeting warrants for a traffic signal. Typically, the City does not permit signals to be closer than ¼ mile to ensure safe roadway operations. It is highly unlikely Locust/Stonehurst would ever meet signal warrants and proximity to Bohnert would preclude a second signal at this location.

The revised Scoping Agreement was accepted in November of 2019 and the developer agreed to a fair share amount of **\$5,263** as their percentage of the estimated \$472,898 estimated cost of improvements.

CUMULATIVE IMPACTS:

Locust Avenue is designated as a Secondary Arterial and a Truck Route in the City's General Plan. Ultimately, Locust Avenue will be a four-lane roadway with a total capacity of 21,999 vehicles per day at LOS D which is consistent with the City General Plan. Existing ADT is 13,373 (with PCE adjustments for large trucks). As a two-lane roadway, Locust Avenue will still function at level of service (LOS) D with a volume of up to 17,799 ADT.

The addition of 217 PCE trips to Locust Avenue's existing 13,373 PCE trips would bring the total to 13,590 ADT, which is not only 1.6 percent of existing trips, but also well below the two-lane capacity of 17,999 ADT for level of service D. In fact, the LOS for Locust would rate LOS C as a two-lane facility and LOS A as a four-lane facility.

Conclusion

The information provided by the applicant for the proposed project was compared to other Traffic Impact Analyses that were reviewed by the Transportation Commission for other projects in the area. Staff found the forecasted traffic volumes were credible and consistent with these previous studies. Based on the forecasted trips, a full Traffic Impact Analysis is not required, and no significant project or cumulative traffic impacts are anticipated. In fact, the percentage of added trips represents approximately 1.6 percent of the total existing traffic on Locust Avenue.

In addition, the applicant has voluntarily offered to limit the number of trucks entering and exiting the site each day. A proposed condition of approval for the project states,

"Pursuant to the proposed operational characteristics, the number of trucks entering and exiting the site shall limited to between ten (10) and twenty (20) trucks per day within the specified hours of operation. The applicant or operator may request a modification to this condition of approval to increase the number of trucks entering and exiting the site on a daily basis. The Community Development Director is authorized to approve a request for a minor increase (i.e., up to a maximum of 49 total trucks per day) and shall refer the matter to the Planning Commission for a more significant increase (i.e., 50 or more trucks per day)."