



City of Rialto

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Title: Focused Traffic Impact Analysis - Warehouse Development on the South Side of Casmalia Street between Locust Avenue and Laurel Avenue.
(ACTION ITEM)

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Attachments: 1. Attachment 1 - Location Map.pdf, 2. Attachment 2 - Preliminary Site Plan.pdf, 3. Attachment 3 - Trip Generation Summary.pdf, 4. Attachment 4 - Truck Access.pdf, 5. Attachment 5 - Recommended Improvements.pdf, 6. Attachment 6 - Fair Share Calculations.pdf, 7. Attachment 7 - Summary of Improvements & Rough Costs.pdf

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For Transportation Commission Meeting [August 7, 2019]

TO: Honorable Chairperson and Commission

APPROVAL: Sean Grayson, Acting Public Works Director

FROM: Azzam Jabsheh, P.E., T.E., Associate Civil Engineer

Focused Traffic Impact Analysis - Warehouse Development on the South Side of Casmalia Street between Locust Avenue and Laurel Avenue.

(ACTION ITEM)

BACKGROUND:

On March 27, 2019, the first scoping agreement was submitted for the proposed warehouse development on the south side of Casmalia Street between Locust Avenue and Laurel Avenue. On June 19, 2019, the 1st TIA was submitted, reviewed and comments prepared. On July 18, 2019, a revised 2nd TIA was submitted to address the review comments. The project proposed is a warehouse development with a total of 87,189 square feet divided between three (3) separate buildings. Proposed completion is 2020.

The **site location** is shown on **Page 5 of the TIA in Exhibit 1-2**, which is included as **Attachment 1**, while the **site plan** is shown on **Page 2 in Exhibit 1-2 of the TIA**, which is included as **Attachment 2**.

The proposal is for two (2) driveways onto Casmalia Street and one driveway onto Laurel Avenue (cul-de-sac south of Casmalia Street). The driveways onto Casmalia Street are proposed as right in/right out access driveways. The Laurel Avenue driveway will be used for all access at the

intersection of Laurel Avenue/Casmalia Street, which is currently a signal-controlled intersection. All driveways are for both trucks and passenger vehicles. Driveways are not fully dimensioned but appear to be in the range of 35 to 40 feet wide with radiused returns except for the driveway onto Laurel Avenue. The south side of Casmalia Street was developed as a part of the Caltrans SR-210 project with curb and gutter but not sidewalk and streetlights. The existing curb and gutter location in relation to the street centerline does not match the Renaissance Specific Plan for Casmalia Street. The specific plan shows 30 feet from the median island to curb face (2 traffic lanes and bike lane) but what exists appears to be 26 feet curb to curb. The median island is in place and landscaped and two (2) travel lanes exist on both sides of the median. The project will be conditioned to develop the east half of the Laurel Avenue cul-de-sac along with sufficient pavement to provide for two (2) lanes of traffic on Laurel Avenue.

The trip impacts were estimated using data from ITE land use 150 - Warehouse - 9th Edition and conversion to PCE for truck trips were per the CMP guidelines with truck rates per the City policy. The 9th Edition was used to be consistent with all Renaissance Specific Plan projects and the Renaissance Specific Plan Fee Study. Trips are shown on **Page 44 Table 4-1 of the TIA**, which is included as **Attachment 3**. Net Total daily trips from this development are estimated at 524 PCE trips with the AM/PM peak hour being 49/51 PCE trips.

Traffic and intersection counts provided were collected in April 2019. This project has not yet been to the Development Review Committee (DRC) for review and will receive conditions upon final review.

This site is in the Renaissance Specific Plan Area and appears to comply with zoning on the property.

The TIA identified four (4) intersections operating at an unacceptable LOS in 2020 with the project and cumulative projects. No roadway segments would exceed capacity in 2020 with cumulative traffic provided Casmalia Street is a four (4)-lane facility.

ANALYSIS/DISCUSSION:

The TIA analysis used 9th Edition ITE trip rates for the anticipated land use. PCE conversion is per CMP guidelines. The TIA analyzed forecast peak hour intersection operations to determine potential impacts on peak hour level of service for the anticipated 2020 opening year.

The TIA did include other proposed projects in the area and did show impacts at the intersections that would be considered significant based on City policy. Impacts can be mitigated with improvements.

The **truck turning templates** included on page 17 of the TIA, which is included as **Attachment 4**, appear to show the trucks using the entire driveway width for ingress and egress as well and using both through lanes for turning movements. The site plan shows no common drive between the three (3) buildings.

2020 traffic plus Project conditions indicates four (4) intersections operating at LOS E or F. On page 78-79 the **proposed mitigations**, which are included as **Attachment 5**, are listed. The **percentage of fair share** is shown on **page 83 in Table 9-1**, which is included as **Attachment 6**. Estimated costs are shown on **page 9 in Table 1-2**, which is included as **Attachment 7**, and the costs for the Alder Avenue/SR-210 interchange are based on the Interchange Project Study Report the City has submitted to Caltrans. The Renaissance Specific Plan incorrectly assumed that striping improvements at the interchange could create additional lanes. This is not possible or permitted by

Caltrans. Caltrans has accepted the Project Study Report that calls for the widening of the overpass bridge to accommodate the required additional lanes. However, with a fair share payment only, the actual improvements will not be in place by the anticipated 2020 opening.

The TIA proposed mitigation of the impacts is with the payment of fair share payments of \$51,818.00 for intersection improvements. The improvements and fair share costs are shown on **page 9 in Table 1-2**, which are included as **Attachment 7**. However, the estimated amount does not include the improvements to Locust Avenue or Casmalia Street in the event the roadways are to fully comply with the Renaissance Specific Plan. Casmalia Street and Locust Avenue south of Casmalia Street were constructed by Caltrans as a part of the SR-210 improvements. The curb separation was per the City of Rialto General Plan and was done before the Renaissance Specific Plan was adopted. When the Renaissance Specific Plan was implemented, roadways were widened, median islands included and measurements went from the Caltrans metric dimensions to standard foot measurements. Locust Avenue is approximately two (2) feet narrower than the Specific Plan calls for and Casmalia Street is approximately four (4) feet narrower than it should be. Curb and gutter exists on both streets but in the incorrect locations.

Conclusion

Staff was provided the first version of the TIA for this Project on June 19, 2019. The second version of the TIA was submitted on July 18, 2019. This project is conditioned to complete roadway improvements adjacent to the project site. Intersections studied are projected to operate at LOS D or better with improvements. The TIA concludes that payment of fair share fees along with other traffic impact fees and construction of site adjacent roadway improvements are adequate mitigation measures. Staff has recommended fair share be calculated using the Project Study Report for the Alder Avenue/SR-210 improvements. The traffic signal at Laurel Avenue/Casmalia Street will provide access to both this development and the undeveloped property west of Laurel Avenue.

The project appears to be consistent with zoning and the General Plan.

RECOMMENDATIONS:

Staff requests that the Transportation Commission:

- Set final conditions and recommendations related to approval.
- Accept a fair share contribution of \$51,818.00, construction of site adjacent improvements and payment of applicable development impact fees as adequate mitigation.
- Recommend approval to the City Council.