



# City of Rialto

## Legislation Text

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For Transportation Commission Meeting [October 3, 2018]

TO: Honorable Chairperson and Commission

APPROVAL: Robert G. Eisenbeisz, P.E., Public Works Director/City Engineer

FROM: Gene Klatt, P.E., Consultant Engineer, Lockwood Engineering

Focused Traffic Impact Analysis - Diesel Fuel Expansion and Fast Food Development on the Southeast Corner of Casmalia Street and Alder Avenue.

### **(ACTION ITEM)**

#### **BACKGROUND:**

On April 11, 2016, the first scoping agreement was submitted for the proposed development at the southeast corner of Casmalia Street and Alder Avenue. The proposed project was initially the expansion of diesel fueling operations, car wash, two (2) new fast food, retail shops and motel. On November 28, 2017 (19 months later), a second scoping agreement was submitted with a revised proposed project which included only the diesel fueling expansion, car wash and two (2) fast food sites along with 2,000 square feet of retail space. The first TIA was submitted on June 6, 2018, and it was reviewed with review comments prepared. On August 6, 2018, a revised second TIA was submitted to address review comments made on the first TIA. On September 11, 2018 a third TIA was submitted as the final TIA. The project proposed in the TIA is the development of four (4) additional diesel fuel pumps and canopy, a 3,200 square foot fast food with drive thru, 2,100 square foot fast food with drive thru and attached 2,000 square foot retail space. The estimated completion is in 2019.

The **site location** is shown on **Page 2 of the TIA in Figure 1**, which is included as **Attachment 1**, and the **site plan** is shown on **Page 3 in Figure 2 of the TIA**, which is included as **Attachment 2**.

The site will use the two existing driveways onto Casmalia Street that serve the existing ARCO fuel station and convenience market. The existing driveways onto Casmalia Street are currently limited to right in/right out access for the westerly driveway and a signalized, all-access driveway at the easterly driveway. Both driveways will be used for cars and trucks. The westerly driveway is approximately 70-feet wide and raised median in Casmalia Street directs outbound traffic to make right turns only. The easterly driveway is approximately 48-feet wide and both driveways have radius returns.

Both sides of Casmalia Street are developed with curb, gutter and sidewalk. The south side of Casmalia Street was constructed just after the adoption of the Renaissance Specific Plan and it was constructed to the previous street standard width. The north side of Casmalia Street was constructed with the warehouse on that side and was widened to provide for dual left turn lanes from Casmalia Street to southbound Alder Avenue with a raised median island. A determination was made to allow

the existing curb, gutter and sidewalk to remain in place on the south side, making adjustments only in the portion yet to be constructed.

The project related trip impacts were estimated using data from ITE land use 946 - Fuel Station with Convenience Market and Carwash, land use 934 - Fast Food with drive thru and ITE land use 826 - Specialty Retail - 9<sup>th</sup> Edition. An adjustment was made in land use 946 to use 70% of the ITE trip rate due to the expansion being for diesel fuel only. The larger vehicles and greater capacity of the fuel tanks factored into the decision to reduce trips (based on normal automobile use) by 30% for the diesel pumps. Trips are shown on **Page 11 Table 4 of the TIA**, which is included as **Attachment 3**. Project daily trips from this development are estimated at 2,382 trips with the AM/PM peak hour being 220/167 trips after pass-by trip reductions are factored in. These are the additional new trips, not total trips from the site. Existing plus the proposed new trips will be approximately 5,806 trips with 495/461 AM/PM trips.

The provided traffic and intersection counts were collected in December of 2017. This project was reviewed by DRC in May 2016 when the motel was a part of the project. Since the motel was removed, the project has not gone to DRC but will receive conditions upon final DRC review.

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

The TIA identified several intersections operating at an unacceptable LOS in 2019 with the project traffic and cumulative traffic from other contributing projects.

### **ANALYSIS/DISCUSSION:**

The TIA analysis used 9<sup>th</sup> Edition ITE trip rates for the anticipated land use. The TIA analyzed forecast peak hour intersection operations to determine potential impacts on peak hour level of service for the anticipated 2019 opening year.

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

The 2019 plus cumulative conditions indicates three (3) intersections impacted by this development. These are shown on page 29 in Table 12 for 2019 with project and cumulative projects. Beginning on page 31 and continuing through page 37 is a discussion of the proposed improvements for the Alder Avenue/SR-210 interchange and section of Alder Avenue from Casmalia Street to Renaissance Parkway. This discussion follows the Feasibility Study Report that the City has prepared and submitted to Caltrans. The fair share percentages were calculated at 3.6% and included in the TIA but no dollar estimate was provided. Using the 3.6% against the feasibility study report estimate of \$2,327,000 yields a fair share of \$83,772 for the impacted intersections.

The TIA proposed mitigation of the impacts is with the payment of Renaissance Specific Plan Traffic Fees and a fair share payment of the cost of the improvements identified in the Alder Avenue/SR-210 Feasibility Study Report (called the Alder Avenue Corridor Study in the TIA). The fair share costs are not shown but are referenced as \$2,327,000 (the amount in the feasibility study report). The fair share will be in addition to the Renaissance Specific Plan Traffic Fee and the City's other Traffic

## Development Impact Fees.

The TIA addressed on-site stacking for the existing easterly signalized driveway. The analysis indicates there is adequate on-site stacking for exiting vehicles. Also to be considered, there is a portion of the overall site east of the proposed fast food/retail development that reaches Laurel Avenue, which is currently signalized. At some future date, this portion of the overall site will develop and provide another signalized entrance/exit for the development. It is also possible that a paved access drive could be constructed to Laurel Avenue to provide additional access at this time. There would be a concern over uncontrolled parking in the dirt area should an access be provided to Laurel Avenue as well as the entrance at Laurel Avenue from Casmalia Street.

## **Conclusion**

Staff was provided the first version of the TIA for this Project on June 6, 2018. The second version of the TIA was submitted on August 6, 2018. The third version of the TIA was submitted September 11, 2018. This project has 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 in the amount of \$83,772, along with other traffic impact fees and construction of site adjacent roadway improvements are adequate mitigation measures.

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 \$83,772 and payment of applicable development impact fees as adequate mitigation.
- Recommend approval to the City Council.